

 MICROFILM

**START
OF ROLL**

ROLL NO.

#67

Construction Contracts
Begins with #3884









BFI-145(9) Arlington-Hepner Jct. Sec., 1953
#3884 Columbia River Hwy. Folder # 2

Salem, Oregon March 27, 1957, 19

Project Arlington - Heppner JunctionHighway Comm. Agreement No. 435

Sub-Division No.

Ry. Company's Agreement No. Audit 81720

Estimate No. 2 Final

Period Covered Entire Job

Prefix & Acct. No. 11-1014

Computed by _____ Checked by _____ Pay This Estimate \$ 4,659.91

Approved Field Engr. _____ Approved: _____

Previous Voucher No. _____

 Bridge Office Engineer

Statement of adjustments necessary in connection with U.P.R.R.Co., Bill
No. 678312, covering exceptions taken by Bureau of Public Roads, Form FA-3 -
Statement of items for Administrative Review, Project No. BF-BFL-145 (9)

Union Pacific Railroad Company Bill No. 678312

Item 1, Page 3	Credit allowed for 39 Treated cross ties, should be at 85% of the value of new material used; or \$3.1274 Ea. or \$121.97	\$121.97 (OR)																																	
Item 2, Page 5	Voucher #364185, James D. Hanford amount \$97.90, haul men and material. As the original voucher did not indicate any portion as chargeable to this work order, it would be proper to eliminate the charge from this bill.	97.90 (OR)																																	
Item 3, Page 8	1 Set #10 Switch Ties <table border="0"> <tbody> <tr> <td>As billed</td> <td>3061 FEM</td> <td></td> </tr> <tr> <td>Should be</td> <td>4021 "</td> <td></td> </tr> <tr> <td>Under-charge</td> <td>960 " @ 88.16 Mft</td> <td>84.63</td> </tr> <tr> <td>Treating costs</td> <td></td> <td>6.67</td> </tr> <tr> <td></td> <td></td> <td>91.30</td> </tr> <tr> <td>Handling charge 5%</td> <td></td> <td>4.57</td> </tr> <tr> <td>Total, Under-Charge</td> <td></td> <td>95.87 (DR)</td> </tr> </tbody> </table>	As billed	3061 FEM		Should be	4021 "		Under-charge	960 " @ 88.16 Mft	84.63	Treating costs		6.67			91.30	Handling charge 5%		4.57	Total, Under-Charge		95.87 (DR)													
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Item 4, Page 9	Work Train Service, July 6, 1954. Federal Auditor evidently did not include Work Train Service for July 8, 1954, which accounts for the difference of \$36.65. Amount as billed is correct and no adjustment necessary.	None																																	
Item 5, Page 10	As we have charged the state with full value of ties used, therefore, credit of 85% should be allowed for value of ties released. <u>As Credited:</u> <table border="0"> <tbody> <tr> <td>118 Scrap Cross Ties</td> <td>No Value</td> <td></td> </tr> <tr> <td>39 " Switch Ties 7x9-2100FEM</td> <td>"</td> <td></td> </tr> <tr> <td>324 " Cross Ties 7x9x8</td> <td>"</td> <td></td> </tr> <tr> <td><u>Should Be:</u></td> <td></td> <td></td> </tr> <tr> <td>118 Cross Ties @ 3.41 Ea.</td> <td>403.38</td> <td></td> </tr> <tr> <td>324 " " "</td> <td>1104.84</td> <td></td> </tr> <tr> <td>39 Switch Ties, 2100 FEM @ 88.40</td> <td>185.64</td> <td></td> </tr> <tr> <td>Treating Costs</td> <td>133.74</td> <td></td> </tr> <tr> <td></td> <td>1828.60</td> <td></td> </tr> <tr> <td>Less 15% Loss of Service Life</td> <td>273.99</td> <td></td> </tr> <tr> <td>Net - Over-Charge</td> <td></td> <td>1,552.61 (OR)</td> </tr> </tbody> </table>	118 Scrap Cross Ties	No Value		39 " Switch Ties 7x9-2100FEM	"		324 " Cross Ties 7x9x8	"		<u>Should Be:</u>			118 Cross Ties @ 3.41 Ea.	403.38		324 " " "	1104.84		39 Switch Ties, 2100 FEM @ 88.40	185.64		Treating Costs	133.74			1828.60		Less 15% Loss of Service Life	273.99		Net - Over-Charge		1,552.61 (OR)	
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Sheet No. 2

Item 6, Page 15 - May, 1954, PR 701-1-2

As Billed:

4 Da. Asst. Sig. Engr.	@ 660.00 Mo (31)	85.16
8 Da. Genl. Sig. Foreman	496.69 Mo (31)	128.16
3 Da. Signal Clerk	329.93 Mo (30)	<u>32.99</u>
		246.31

Should Be:

1 Da. Asst. Sig. Engr.	660.00 Mo. (20)	33.00
11 Da. Genl. Sig. Foreman	496.69 Mo. (20)	273.18
2 Da. Signal Clerk	329.93 Mo. (20)	<u>32.99</u>
		339.17
Difference @ Under-Charge		92.86
3% Vacation Allowance		2.79
6% R.R.R. & U on \$95.65		6.22
3% Workmen's Compensation		2.87
1% P.L. & P. Damage		<u>.98</u>
Total - Under-charge		105.70 (DR)

Item 7, Page 39

Engineer Inspector

As Billed, January 1954

11 Days @ 459.00 (25)

201.96

Should Be:

11 Days, First Half Month

11 " Last " "

22 Days @ 459.00 (25)

403.92

Difference - Under-charge

201.96

3% Vacation Allowance

6.06

6% R.R.R. & U. on \$308.02

13.52

3% Workmen's Compensation

6.24

1% P.L. & P. Damage

2.08

Total - Under-charge

229.86 (DR)

Voucher #433647 \$353.70 covers a full months expenses, which is correct and proper.

None

Voucher #441683, March, 1954

As Billed

294.05

Should Be

270.85

Difference - Over-billed

23.20 (CR)

Voucher #431164

As Billed

9.25

Should Be

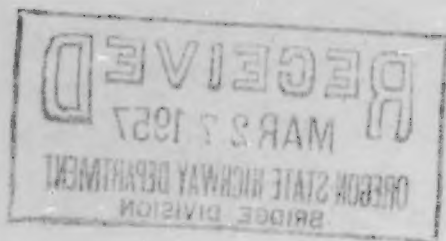
200.75

Difference - Under-billed

191.50 (DR)

Summary of Differences - As Billed the State of Oregon

<u>Item No.</u>	<u>Page:</u>	<u>Over-Charged</u>	<u>Under-Charged</u>
1	3		
2	5	121.97	
3	8	97.90	
4	9		95.87
5	10		
6	15	1552.61	
7	29 Engineer Inspector		105.70
	Voucher #423647		239.86
	Voucher #441693		
	Voucher #431184	23.20	
		<u>191.50</u>	
		\$1795.68	\$622.93
	Net - Credit due State of Oregon	\$1172.75 (OR)	



UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

MARCH 26, 1957

(File Ref. D 315-2-45)

Mr. P. M. Stephenson,
Bridge Engineer,
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Arlington-Heppner Junction Section,
Columbia River Highway.

With your letter of July 17, 1956 you furnished this office a list of exceptions taken by Mr. L. W. Richardson, Division Auditor for the Bureau of Public Roads, to our Bill No. 678312 dated January 11, 1956.

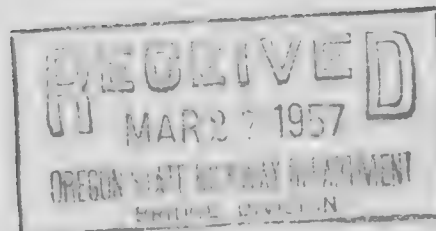
A re-examination of the bill indicates there are several corrections, both debit and credit, which should be made to the bill, resulting in a net reduction of the bill of \$1172.75. Attached are two copies of the list of corrections just referred to.

It is hoped that with the inclusion of the above corrections the bill will now be in order for payment.

Yours very truly,

R. E. Haacke, *WRM*
Division Engineer

enc.





COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 5, 1956

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Union Pacific Railroad Company
1416 Dodge Street
Omaha 2, Nebraska

Attn: L. V. Peart, Auditor of General & Station Accounts

Dear Sir:

RE: File G-130 Arlington Heppner Junction
Section Audit No. 81720

Information requested in your inquiry of February 14, and August 20, 1956, concerning the above project is as follows. Your Bill No. 678312 in the amount of \$58,326.64 was paid at 90% of the amount billed on March 14, 1956. The bill was audited by the Bureau of Public Roads and their audit report of June 26, sighting several illegible items was forwarded to E. F. Kidder, Division Engineer at Portland, on July 17, 1956 for comment. Mr. Kidder has not as yet given us a reply. No further steps will be taken towards final settlement of the bill until we do hear from Mr. Kidder.

Very truly yours,

P. M. Stephenson
Bridge Engineer

CAG/kcs

cc: C. A. Gardner

Contract 2584

EEI - 125 (9)

July 17, 1956

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Attention: Mr. E. F. Kidder, Division Engineer

Gentlemen:

Re: Arlington Heppner Junction Section
Columbia River Highway

Your Bill No. 678312 dated January 11, 1956, covering costs of your work on the above project has been submitted to the Bureau of Public Roads for auditing. A copy of the Bureau audit report Form FA-2 is attached. Before making a final settlement on the job we would appreciate your comments on the items cited by the auditor. We make particular reference to Item No. 7.

Very truly yours,

P. M. Stephenson
Bridge Engineer

CAG/kcs

SUBMIT IN QUADRUPLICATE

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
FINANCE AND MANAGEMENT

STATEMENT OF ITEMS FOR ADMINISTRATIVE REVIEW

Field audit has been made of _____ PR-20 Voucher on
(First, second, etc.)

Oregon

Project No. BF-BFI-145(9) for the period from

to _____, submitted for \$_____

and the Division Engineer's recommendations are requested on the following items:

ITEM

DESCRIPTION, ETC.

AMOUNT

Union Pacific Railroad Co. Bill No. 678,312:

1	39 Treated Cross Ties at	\$3.41	\$132.99	
	Treating Costs		10.51	
			<u>\$143.50</u>	
	Less 15% Loss of Service Life		<u>21.53</u>	\$121.97

The above represents the value of cross-ties replaced by switch ties in constructing turn-out for unloading at E.S. 5205/17-5.

2	Page 5 - Vou. No. 364185 James D. Hardford-Haul men and material			97.90
---	--	--	--	-------

The above cost was properly chargeable to W.O. 6956 and was included in this bill due to clerical error.

3	Page 8. 1 set #10 switch ties is incorrectly shown as 3061 FBM instead of 4021 FBM or an undercharge of 960 FBM at \$88.16		\$84.63	
	Treating Costs		6.67	
			<u>\$91.30</u>	
	Handling Charge 5%		<u>4.57</u>	\$95.87 CR.

I recommend DEDUCTIONS from the voucher of items Nos. _____

I recommend SUSPENSION from the voucher, pending further investigation and report of items Nos. _____

I recommend PAYMENT to the State of items Nos. _____

Division Engineer.

L. W. Richardson
L. W. Richardson Division ~~Engineer~~ Auditor.

Kansas City, Missouri

(Place)

June 26, 1956

(Date)

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon

Project/Docket No. BF-BFI-145 (9)

Sheet 2

GPO 8-12434

Item	Description, etc.	Amount																																	
4	Page 9. Work Train Service July 6, 1954																																		
	<table> <tr> <th></th><th>As billed</th><th>As Audited</th></tr> <tr> <td>Train men</td><td>\$54.46</td><td>\$45.24</td></tr> <tr> <td>Enginemen</td><td>28.83</td><td>24.63</td></tr> <tr> <td></td><td><u>\$83.29</u></td><td><u>\$69.87</u></td></tr> <tr> <td></td><td></td><td>23.42</td></tr> <tr> <td>3% vacation allowance</td><td></td><td>.70</td></tr> <tr> <td>6 1/2% RR and unemp. \$24.12</td><td></td><td>1.57</td></tr> <tr> <td>5% Insurance</td><td></td><td>.96</td></tr> <tr> <td></td><td></td><td><u>\$26.65</u></td></tr> </table>		As billed	As Audited	Train men	\$54.46	\$45.24	Enginemen	28.83	24.63		<u>\$83.29</u>	<u>\$69.87</u>			23.42	3% vacation allowance		.70	6 1/2% RR and unemp. \$24.12		1.57	5% Insurance		.96			<u>\$26.65</u>							
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	The records indicate that the above adjustment due to time of enginemen and trainmen being improperly claimed.																																		
5	Page 10. 118 cross ties at \$3.41	\$402.38																																	
	324 " " " 3.41	1,104.84																																	
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	Less 15% loss of Service Life	273.99																																	
		\$1,552.61																																	
	The above cross-ties and switch ties were retired and replaced in relocating the facilities necessitated by the highway construction. The above reflects the necessary adjustments in accordance with Section 10.d.(3)(b) of P&PM 30-3.																																		
6	Page 15. May 1954 PR-701-1																																		
	<table> <tr> <th></th><th>Claimed</th><th>Audited</th></tr> <tr> <td>Aest. Signal Engineer \$660.00 MO(31)</td><td></td><td></td></tr> <tr> <td>4</td><td>\$85.16</td><td>1 \$21.29</td></tr> <tr> <td>Genl. Signal Foreman \$496.69 MO(31)</td><td></td><td></td></tr> <tr> <td>8</td><td>128.16</td><td>11 176.33</td></tr> <tr> <td></td><td><u>\$213.32</u></td><td><u>\$197.62</u></td></tr> <tr> <td></td><td></td><td>\$15.70</td></tr> <tr> <td>Vacation allowance 3%</td><td></td><td>.47</td></tr> <tr> <td>RR & UI Taxes 6 1/2%</td><td></td><td>1.05</td></tr> <tr> <td>Insurance 4%</td><td></td><td>.65</td></tr> <tr> <td></td><td></td><td><u>\$17.87</u></td></tr> </table>		Claimed	Audited	Aest. Signal Engineer \$660.00 MO(31)			4	\$85.16	1 \$21.29	Genl. Signal Foreman \$496.69 MO(31)			8	128.16	11 176.33		<u>\$213.32</u>	<u>\$197.62</u>			\$15.70	Vacation allowance 3%		.47	RR & UI Taxes 6 1/2%		1.05	Insurance 4%		.65			<u>\$17.87</u>	
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	The above adjustment is due to clerical error in making the bill.																																		
7	The State should have a record of the time the railroad had an inspector on the job and the necessity for his being there. In January 1954 E. W. Workman charged 11 days salary and a full months expenses. In March 1954 \$23.20 of the expenses amounting to \$294.05 are properly chargeable to W.O.3379. \$9.25 is charged for rental of automobile by voucher number 421164 while the records indicate that \$200.75 is properly chargeable.																																		

101 200 1721 13

SUBMIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROLOregonProject/~~Docket~~ No. BJ-BFI-145 (9)Sheet 3
GPO 8-12434

Item

Description, etc.

Amount

Note: This bill was audited by H. O. Bufenacht
and the undersigned at Omaha, Nebraska.

JUL 10 1939
RECEIVED

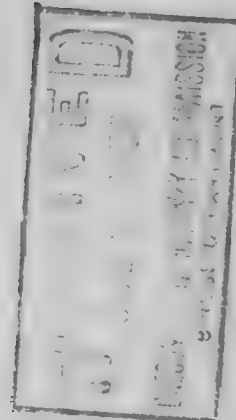
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

July 6, 1956



Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As per your requests of April 5 and May 15, 1956, audit has been made of Union Pacific bill No. 678312 in connection with Project BF-BFI-145(9), Arlington-Heppner Junction Section and Southern Pacific bill No. 434893, project I-FI-161 (22), Coast Fork Willamette River-Divide Unit. *David V. Cook*

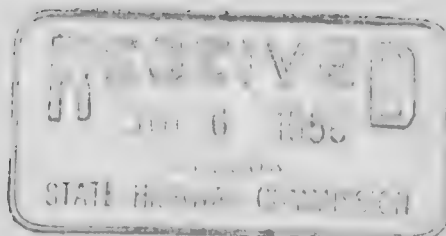
One copy of auditor's Form FA-2, U.P.R.R. bill and State-railroad agreement for BF-BFI-145(9) is attached.

S. P. Co. bill and State-railroad agreement for I-FI-161 (22) is also attached. Form FA-2 and copy of letter to the railroad company was furnished you direct as per letter of June 28, 1956, Archibald to Baldock.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

Encls.



Form 130 A

BILL NO. 678312

MONTH'S ACCOUNT _____

DEPT. NO. _____

DATE MADE JAN 11 1956

TO UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR 1951: 0. 1950: 1. 1949: 2. 1948: 3. 1947: 4. 1946: 5. 1945: 6. 1944: 7. 1943: 8. 1942: 9. 1941: 10. 1940: 11. 1939: 12. 1938: 13. 1937: 14. 1936: 15. 1935: 16. 1934: 17. 1933: 18. 1932: 19. 1931: 20. 1930: 21. 1929: 22. 1928: 23. 1927: 24. 1926: 25. 1925: 26. 1924: 27. 1923: 28. 1922: 29. 1921: 30. 1920: 31. 1919: 32. 1918: 33. 1917: 34. 1916: 35. 1915: 36. 1914: 37. 1913: 38. 1912: 39. 1911: 40. 1910: 41. 1909: 42. 1908: 43. 1907: 44. 1906: 45. 1905: 46. 1904: 47. 1903: 48. 1902: 49. 1901: 50. 1900: 51. 1899: 52. 1898: 53. 1897: 54. 1896: 55. 1895: 56. 1894: 57. 1893: 58. 1892: 59. 1891: 60. 1890: 61. 1889: 62. 1888: 63. 1887: 64. 1886: 65. 1885: 66. 1884: 67. 1883: 68. 1882: 69. 1881: 70. 1880: 71. 1879: 72. 1878: 73. 1877: 74. 1876: 75. 1875: 76. 1874: 77. 1873: 78. 1872: 79. 1871: 80. 1870: 81. 1869: 82. 1868: 83. 1867: 84. 1866: 85. 1865: 86. 1864: 87. 1863: 88. 1862: 89. 1861: 90. 1860: 91. 1859: 92. 1858: 93. 1857: 94. 1856: 95. 1855: 96. 1854: 97. 1853: 98. 1852: 99. 1851: 100. 1850: 101. 1849: 102. 1848: 103. 1847: 104. 1846: 105. 1845: 106. 1844: 107. 1843: 108. 1842: 109. 1841: 110. 1840: 111. 1839: 112. 1838: 113. 1837: 114. 1836: 115. 1835: 116. 1834: 117. 1833: 118. 1832: 119. 1831: 120. 1830: 121. 1829: 122. 1828: 123. 1827: 124. 1826: 125. 1825: 126. 1824: 127. 1823: 128. 1822: 129. 1821: 130. 1820: 131. 1819: 132. 1818: 133. 1817: 134. 1816: 135. 1815: 136. 1814: 137. 1813: 138. 1812: 139. 1811: 140. 1810: 141. 1809: 142. 1808: 143. 1807: 144. 1806: 145. 1805: 146. 1804: 147. 1803: 148. 1802: 149. 1801: 150. 1800: 151. 1799: 152. 1798: 153. 1797: 154. 1796: 155. 1795: 156. 1794: 157. 1793: 158. 1792: 159. 1791: 160. 1790: 161. 1789: 162. 1788: 163. 1787: 164. 1786: 165. 1785: 166. 1784: 167. 1783: 168. 1782: 169. 1781: 170. 1780: 171. 1779: 172. 1778: 173. 1777: 174. 1776: 175. 1775: 176. 1774: 177. 1773: 178. 1772: 179. 1771: 180. 1770: 181. 1769: 182. 1768: 183. 1767: 184. 1766: 185. 1765: 186. 1764: 187. 1763: 188. 1762: 189. 1761: 190. 1760: 191. 1759: 192. 1758: 193. 1757: 194. 1756: 195. 1755: 196. 1754: 197. 1753: 198. 1752: 199. 1751: 200. 1750: 201. 1749: 202. 1748: 203. 1747: 204. 1746: 205. 1745: 206. 1744: 207. 1743: 208. 1742: 209. 1741: 210. 1740: 211. 1739: 212. 1738: 213. 1737: 214. 1736: 215. 1735: 216. 1734: 217. 1733: 218. 1732: 219. 1731: 220. 1730: 221. 1729: 222. 1728: 223. 1727: 224. 1726: 225. 1725: 226. 1724: 227. 1723: 228. 1722: 229. 1721: 230. 1720: 231. 1719: 232. 1718: 233. 1717: 234. 1716: 235. 1715: 236. 1714: 237. 1713: 238. 1712: 239. 1711: 240. 1710: 241. 1709: 242. 1708: 243. 1707: 244. 1706: 245. 1705: 246. 1704: 247. 1703: 248. 1702: 249. 1701: 250. 1700: 251. 1699: 252. 1698: 253. 1697: 254. 1696: 255. 1695: 256. 1694: 257. 1693: 258. 1692: 259. 1691: 260. 1690: 261. 1689: 262. 1688: 263. 1687: 264. 1686: 265. 1685: 266. 1684: 267. 1683: 268. 1682: 269. 1681: 270. 1680: 271. 1679: 272. 1678: 273. 1677: 274. 1676: 275. 1675: 276. 1674: 277. 1673: 278. 1672: 279. 1671: 280. 1670: 281. 1669: 282. 1668: 283. 1667: 284. 1666: 285. 1665: 286. 1664: 287. 1663: 288. 1662: 289. 1661: 290. 1660: 291. 1659: 292. 1658: 293. 1657: 294. 1656: 295. 1655: 296. 1654: 297. 1653: 298. 1652: 299. 1651: 300. 1650: 301. 1649: 302. 1648: 303. 1647: 304. 1646: 305. 1645: 306. 1644: 307. 1643: 308. 1642: 309. 1641: 310. 1640: 311. 1639: 312. 1638: 313. 1637: 314. 1636: 315. 1635: 316. 1634: 317. 1633: 318. 1632: 319. 1631: 320. 1630: 321. 1629: 322. 1628: 323. 1627: 324. 1626: 325. 1625: 326. 1624: 327. 1623: 328. 1622: 329. 1621: 330. 1620: 331. 1619: 332. 1618: 333. 1617: 334. 1616: 335. 1615: 336. 1614: 337. 1613: 338. 1612: 339. 1611: 340. 1610: 341. 1609: 342. 1608: 343. 1607: 344. 1606: 345. 1605: 346. 1604: 347. 1603: 348. 1602: 349. 1601: 350. 1600: 351. 1599: 352. 1598: 353. 1597: 354. 1596: 355. 1595: 356. 1594: 357. 1593: 358. 1592: 359. 1591: 360. 1590: 361. 1589: 362. 1588: 363. 1587: 364. 1586: 365. 1585: 366. 1584: 367. 1583: 368. 1582: 369. 1581: 370. 1580: 371. 1579: 372. 1578: 373. 1577: 374. 1576: 375. 1575: 376. 1574: 377. 1573: 378. 1572: 379. 1571: 380. 1570: 381.

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

OREGON - ARRLINGTON RAILROAD & NAVAGATION COMPANY
UNION PACIFIC RAILROAD COMPANY - LESSEE

Cost of work performed by Railroad Company as shown in exhibit "D" of Agreement Audit No. 81720 dated Mar 5, 1953, for state of Oregon at Arlington - Heppner Junction Section of Columbia River Highway.

Work Commenced April, 1953
" Completed Nov. 22, 1954

Our Work Order 7408 OW

Exhibit "D" - 1

Construct 2095 ft of oil unloading spur,
H.B. at E.S. 5205 / 17.5

Sept. 1953

PR - 710 - 2 - Water Service Gang 726

Eng. Fuel oil supply - Temporary

Lines at Service Tank Repairs

32 Hr.

2.003,

64.10

Nov. 1954

PR Ex Gang 749

Remove X ties

2 Hrs. Foreman

2.096 hr.

4.19

2 " PTMO

1.661 "

3.32

2 " Truck O.

1.745 "

3.49

60 " Laborers

1.529 "

91.74

102.74

Grading

2 Hrs. Foreman

2.096 Hr.

4.19

2 " PTMO

1.661 "

3.32

2 " Truck O.

1.745 "

3.49

60 " Laborers

1.529

91.74

102.74

Laying & Surfacing

4 Hrs. Foreman

2.096 Hr.

8.38

4 " PTMO

1.661 "

6.64

4 " Truck O.

1.745 "

6.98

120 " Laborers

1.529 "

183.48

205.48

475.06

3% Vacation allowance

14.25

6 1/2% RR Retirement & Unemployment
on 489.31

31.80

Insurance

3% Workmens Compensation

14.68

1% Public Liability &

Property Damage

4.89

\$540.68

Truck Rental //

OW - 85 Chev Stake 121 Miles @ .05 Mile

6.05

7/16

Personal Expenses

Vo. No. 381991 SMW - WS - W Johnson
Vo. No. 383083 WS Foreman M.G. Berry

10-11-145

22.30
9.80

25.80
16.80

\$ 32.10

Rental of Equipment F 1253 - Sept. 1953

22 cars in service 555 days

555 days @ 1.016 day

563.88

Apportioned:

Total Hours

4516

Hrs. this job

264

5.84%

5.84% of 563.88

32.93

Nov. 1954

4909 - # 2332

1 set #7 Sw. ties 2661' bm ft

87.05' mbm ft

231.64

66' 7X9X8 Treated Cross ties

3.41 ea.

225.06

Treating costs

35.42

376.5 ft. 90# rail SH 11295#

66.60 NT

376.12

1 SH Ground Show Sw Stand SH

1 SH Conn. Rod

47.00

1 90# 16 1/2" Split Switch SH 2316

11.00 C#

254.76

1 90# #7 Rigid frog 9.5' SH 1550

12.00 C#

186.00

22 90# Cont. Joints SH 933

4.40 C#

41.05

5 90# Frog A Bars SH 147

4.40 C#

6.47

1 Set Hayes Car Stops

89.89

2 90# Gd rail 1 hi Lo 792#

66.60 NT

26.37

165 90# Tie Plates SH 1650

4.00 C#

66.00

425# 5/8X6 1/2" Track Spikes 425

7.08 C#

30.09

55# 15/16X45/8" Track Bolts 55

10.69 C#

5.88

40 1" Spring Washers

69.52 M

2.78

5% Cost of Handling on 1624.53

81.23

\$1705.76

Freight over our own lines

Switch ties

Untreated:

McCall, Idaho to the Dalles 516.7 Miles

4.2 tons X 516.7 Miles 2170 ton Miles

2170 ton Miles @ .01 ton Mile

21.70

Treated:

The Dalles to Arlington 54 miles

4.5 tons X 54 miles 243 ton miles

243 ton miles @ .01 ton mile

2.43

Cross ties

Untreated:

4.07 tons X 516.7 miles 2103 ton miles

2103 ton miles @ .01 ton mile

21.03

Treated:

5 tons X 54 miles 270 ton miles

270 ton miles @ .01 ton mile

2.70

Other track Material

Denver to Arlington 1245 miles

3 tons X 1245 miles 374 ton miles

374 ton miles X .01 ton mile

3.74

51.60

Me

Nov 1953

Stake out unloading track

1 Day Asst Engr	45900 Mo. (20)	22.95	
2 " Instrumentman	37080 Mo. (20)	18.54	
2 " Rodman	32320 mo. (20)	32.32	
		<u>73.81</u>	
3% Vacation allowance		2.21	
6 1/2% RR Retirement & Unemployment on			
76.02		4.94	
Insurance			
3% Workmens Compensation		2.28	
1% Public Liability & Property			
Damage		<u>.76</u>	
			\$ 84.00

Credit for Material Released:

9.5 ft. SH 90# Rail (Displaced			
fy frog) 285# 66.60 NT		9.49	9.49
39 Scrap Treated Cross ties			
(Displaced with Switch ties) No Value		-	

Personal Expenses

Vo. No.	401589 K. W. Workman	11.35	
" "	401989 C. A. Probasco	10.55	
" "	402395 L. A. Fisher	9.60	
" "	402393 R. J. Fugit	<u>10.35</u>	
			41.85
	Total Exhibit "D" 1		\$2485.48

Mls

Exhibit "D" 2

PR - Extra Gang 750

Sept. 1953

Retire Oil unloading track

20 Hrs. Foreman	31985' mo.	41.65	
20 " Matl Clerk	30805' "	36.67	
20 " Truck Opr.	1.715' Hr.	34.30	
624 " Laborers	1.499' "	935.38	1048.00

Retire Shell Oil Co. Spv

8 Hrs. Foreman	34985' mo.	16.66	
8 " Matl Clerk	30805' "	14.67	
8 " Truck Opr	1.715' Hr.	13.72	
224 " Laborers	1.499' Hr.	335.78	380.83

Aug 1953

PR Ex. Gang 750

Moving Material of Hwy Const Arlington

16 Hrs. Foreman	34985' Mo. (21)	33.32	
16 " Asst. "	29485' "	28.08	
16 " Matl Clerk	30805' "	29.34	
16 " Truck Opr.	1.715' Hr.	27.44	
480 " Laborers	1.499' "	719.52	837.70

2266.53

3% Vacation allowance

68.00

6 1/2% RR Retirement & Unemployment
on 2334.53

151.75

Insurance

3% Workmens Compansation

70.04

1% Public liability and
Property Damage

23.35 \$2579.67

Rental of Equipment:

Extra Gang 750

Aug. 1953

31 cars in service 698 days
698 days @ 1.016 per day

709.17

Apportioned:

Total Hours 5358
Hours this job 544 10.15%
10.15% of 709.17

71.98

Sept 1953

23 cars in service 690 days
690 days @ 1.016 per day

701.04

Apportioned:

Total Hours worked 4096
Hours this job 932 22.75%
22.75% of 701.04

159.49 231.47

ML

Trucks:

Aug. 1953

OW - 71 Stude 1½ ton

60 miles

Sept 1953

OW 71

" "

120 "

180 "

@ .05/mile

\$ 9.00

Aug 1953

Other Gangs - M W 13

Transfer Material 4. Coast New Hwy., Arlington

16 Hrs. Operator

1.919 hr.

30.70

1 "

" "

2.88 "

OT

1.44

16 "

" "

1.919 "

"

30.70

3 "

" "

2.88 "

OT

8.64

71.48

3% Vacation allowance on 61.40

1.84

6% RR Retirement &

Unemp. on

73.32

4.77

4% Insurance

2.93

81.02

Rental of Crane MW - 13

4 days @ 6.19 day

24.76

Sept 1953

Vo. No. 364185 - James D. Hardford

Haul men & Material

97.90

Total Exhibit "D" 2

\$3023.82

SB W O 6956

7ml

Exhibit "D" 3

Construct 1059.9 ft. side track No. 3

March 1954

PR Ex. G. 750

Construct track No. 3

19 Hrs.	Foreman	354.93' mo. (23)	36.65	
24 "	Matl Clerk	313.13' mo. (23)	40.84	
24 "	Truck Opr.	1.745' Hr.	41.88	
35 "	PTMO	1.661' "	58.14	
378 "	Laborers	1.529' "	577.96	755.47

Construct 10599 ft side track No. 3.

June 1954

PR Ex Gang 749

Remove Rock from Grade for new Track *(Rock Slide from Hwy Grade)*

7 Hrs.	Foreman	354.93' mo. (22)	14.12	
8 "	Matl Clerk	313.13' Hr.	14.23	
8 "	Truck Opr.	1.745' "	13.96	
15 "	PTMO	1.661' "	24.92	
186 "	Laborers	1.529' "	284.39	351.62

Distribute ties & Material

8 Hrs.	Foreman	354.93' mo.	16.13	
8 "	Matl. Clerk	313.13' mo.	14.23	
8 "	Truck Driver	1.745' Hr.	13.96	
24 "	PTMO	1.661' "	39.86	
216 "	Laborers	1.529' "	330.26	414.44

Lay steel New track No. 3

15 Hrs.	Foreman	354.93' mo.	30.25	
16 "	Matl. Clerk	313.13' Hr.	28.47	
16 "	Truck Dr.	1.745' "	27.92	
47 "	PTMO	1.661' "	78.07	
434 "	Laborers	1.529' "	663.59	828.30

July 1954

PR - Ex. Gang No. 749

Unload Ballast

8 Hrs.	Foreman	354.93' Mo.	16.90	
8 "	Matl. Clerk	313.13' Mo.	14.91	
8 "	Tuck Opr.	1.745' Hr.	13.96	
16 "	PTMO	1.661' "	26.59	
168 "	Laborers	1.529' "	256.87	
4 "	"	2.295' " OT	9.18	338.41

Line & Surface

8 Hrs.	Foreman	354.93' mo.	16.90	
8 "	Matl Clerk	313.13' "	14.91	
8 "	Truck Opr.	1.745' Hr.	13.96	
24 "	PTMO	1.661' "	39.86	
176 "	Laborers	1.529' "	269.10	354.73
				3042.97

Me

3% Vacation allowance on 303379
6 1/2% RR Retirement & Unemployment
on 313398

91.01

203.71

Insurance:

3% Workmens Compensation
1% Public Liability & Property
Damage

94.02

31.34 \$3463.05

Rental of Equipment

Boarding outfits F 1253

Extra Gang 749

June 1954

17 cars in service 510 days
510 days @ 1.016 day 518.16

Apportioned:

Hours this job 1016 15.20%

Total Hours 6686

15.20% of 518.16

78.76

July 1954

16 cars in service 159 days
159 days @ 1.016 day 161.54

Apportioned

Hours this job 436 8.54%

Total Hours 5103

8.54% of 161.54

13.80 92.56

Truck Miles

June 1954 1 1/2 ton Chev. Stake OW 85 120

July 1954 " 120

Mar 1954 Stude Stake 1 1/2 ton OW 71 120

360

.05

18.00

Mar. 1954

Ex. Gang 750

22 cars in service 682 days
682 days @ 1.016 day 692.91

Apportioned:

Total Hours worked 5334

Hours this job 483 9.05%

9.05% of 692.91

62.71

Construct side track No. 3

June 1954

4909 # 1859

1 set #10 Treated Sw ties 4221 bd ft 88.40 M bd ft 373.14

392 Treated Cross ties 3.41 ea 1336.72

Treating Costs 135.08

26 90# Cont. Jts 42.4 1102# 5.91 C# 65.13

4 100 - 90 Comp Jts 11.77 pr. 47.08

118 90# tie plates 1180# 5.07 C# 59.83

2050 lbs 5/8X6 1/2 Track spikes 6.88 C# 141.04

220 lbs. 15/16X45/8 Track bolts 10.41 C# 22.90

167 lbs. 1 1/16X5 1/2 " " 10.41 C# 17.38

716

80 lbs	1 1/8 Spring washers	84.01' M	6.72
4	100# Frog Angle Bars 144 #	5.75 C#	8.28
36	" Cont. Joints SH 1768#	4.40 C#	77.79
26	90# " " SH 1102#	4.40 C#	48.49
298	100# tie Plates SH 3338#	4.00 C#	133.52
406	90# " " SH 4060#	4.00	162.40
144	1" Spring Washers	66.48 M	9.57
2	100# Guard Rails 1 hi 1 Lo SH 837#	66.60 NT	27.87
1	100# Regid Frog 11' SH 1705#	12.00 C#	204.60
1	100# Split Switch 16 1/2 SH 2343#	11.00 C#	257.73
1	Conn. Rod 6-0 3/4 SH		
1	High Star Sw Stand SH		47.00
1225.8	ft 90# rail SH 36774#	66.60 NT	1224.57
651.7	ft 101.4 rail SH 22047#	66.60 NT	734.17
6.8	ft 90# " SH 204#	66.60 "	6.79
April 1954	4909# 1638		
1	set #10 Sw. ties (3061) b ft.	88.16 H B ft.	269.66
25	Treated Cross ties	3.41 ea	85.25
	Treating costs		26.77
100#	1 1/16X5 1/2 track bolts	10.39 C#	10.39
400#	5/8X6 1/2 track spikes	6.88 C#	27.52
1	Sw stand Hi Star ea.		62.46
1	Conn rod 6-0 3/4	5.83 ea	5.83
50	1' 18" Spring washers	84.01 M	4.20
1	100# split Sw. Comp 16 1/2 SH 2343#	11.00 C#	257.73
1	100# Regid frog 11' SH 1705#	12.00 C#	204.60
2	100# P M gd. rails Hi & Lo		205.85
54	100# tie plates SH 605#	4.00 C#	24.20
4	" Cont. joints SH 196	4.40 C#	8.62
2	" Angle bars SH 65	4.40 C#	2.86
147.5	101.49# rail SH 4990#	66.60 NT	166.17
			6510.11
	5% Cost of Handling		325.51
			\$6835.62

Freight over our own lines

Ties:

Switch ties -

Untreated:

McCall, Ida to the Dalles 516.7 Miles

11.5 tons X 516.7 miles = 5942 ton miles

5942 ton miles @ .01 ton mile

59.42

Treated

The Dalles to Arlington 54 miles

54 miles X 13.22 tons 714 ton miles

714 ton miles @ .01 ton mile

7.14

ML

Aug 11	Wump 9	4.55	33.5	18.16	✓
" 12	Wump 10	10.50	78.16	42.71	✓
" 19	Wump 11	X 11	38.17	28.19	✓
" 20	"	X 11	141.62	17.83	7021
" 24	"	X 4	24.35	29.35	7021
" 25	"	9.15	33.71	32.58	✓
" 26	"	8	44.48	280.23	
		410	435.52		

Freight:

Umatilla to Arlington 45.9 miles

618 1/4 tons X 45.9 miles = 28378 ton miles

28378 ton miles @ .01 ton mile

407.73

283.78

July 1954

TE # 676

Work Train Service

Unload Ballast

Trainmen

Enginemen

54.46

28.83

83.29

2.50

3% Vacation allowance

6 1/2% RR Retirement &

Unemployment on 85.79

Insurance

3% Workmens Comp.

1% Pub. Lia & Prop. Damage

2.57

.86

94.80

Rental of Locomotive 1043

In service 5 Hrs. @ 79.409 day

49.63

9 cars gravel - Barhart car

65.70

591.30

Mls

Other track Material

Denver to Arlington 1245 miles

2.5 ton X 1245 miles 3113 ton miles

3113 ton miles @ .01 ton mile

31.13 \$ 97.69

Cross ties

Untreated

30.2 tons X 516.7 miles 15604 ton miles

15604 ton miles @ .01 ton mile

156.04

Treated

31.6 tons X 54 miles 1706 ton miles

1706 ton miles @ .01 ton mile

17.06 173.10

Aug 1953

TE 705 - Work train Service

Unload Material and Ballast

Trainmen

435.52

Enginemen

280.23

715.75

3% Vacation allowance

21.47

6 1/2% RR Ret. & Unemp. on 737.22

47.92

Insurance

3% Workmens Compensation

22.12

1% Pub Lia. & Prop. Damage

7.37

814.63

Rental of Locomotive

536.01

In service 6 3/4 days at 79.409 day

9 cars Umatilla Gravel @ 45.3035 car

*Unloaded 8/11/53 5:25 PM
Arlington yard to gravel yard
2nd car X highway construction*

407.73

Freight:

Umatilla to Arlington 45.9 miles

618 1/4 tons X 45.9 miles = 28378 ton miles

28378 ton miles @ .01 ton mile

283.78

July 1954

TE # 676

Work Train Service

7/6

Unload Ballast

Trainmen

54.46

Enginemen

28.83

83.29

3% Vacation allowance

2.50

6 1/2% RR Retirement &

Unemployment on 85.79

5.58

Insurance

3% Workmens Comp.

2.57

1% Pub. Lia & Prop. Damage

.86

94.80

Rental of Locomotive 1043

49.63

In service 5 Hrs. @ 79.409 day

9 cars gravel - Barhart car

65.70

591.30

Mls

Other track Material

Denver to Arlington 1245 miles

2.5 ton X 1245 miles 3113 ton miles

3113 ton miles @ .01 ton mile

31.13 \$ 97.69

Cross ties

Untreated

30.2 tons X 516.7 miles 15604 ton miles

15604 ton miles @ .01 ton mile

156.04

Treated

31.6 tons X 54 miles 1706 ton miles

1706 ton miles @ .01 ton mile

17.06 173.10

Aug 1953

TE 705 - Work train Service

Unload Material and Ballast

Trainmen

435.52

Enginemen

280.23

715.75

3% Vacation allowance

21.47

6 1/2% RR Ret. & Unemp. on 737.22

47.92

Insurance

3% Workmens Compensation

22.12

1% Pub Lia. & Prop. Damage

7.37

814.63

Rental of Locomotive

In service 6 3/4 days at 79.409 day

536.01

9 cars Umatilla Gravel @ 45.3035 car

Freight:

Umatilla to Arlington 45.9 miles

618 1/4 tons X 45.9 miles = 28378 ton miles

28378 ton miles @ .01 ton mile

407.73

283.78

July 1954

TE # 676

Work Train Service

Unload Ballast

Trainmen

54.46

Enginemen

28.83

83.29

3% Vacation allowance

2.50

6 1/2% RR Retirement &

Unemployment on 85.79

5.58

Insurance

3% Workmens Comp.

2.57

1% Pub. Lia & Prop. Damage

.86

94.80

Rental of Locomotive 1043

In service 5 hrs. @ 79.409 day

49.63

9 cars gravel - Barhart car

65.70'

591.30

Mo

Freight:

Barnhart to Arlington 70.6 miles

70.6 miles X 556.875 tons = 39315 ton miles

39315 ton miles @ .01 ton mile

\$ 393.15

Vo. No. 464754 Personal Expenses

1.20

Teleg. Clerk WTS E. F. Heigl

Material Released - Credits

118 Scrap Cross ties

No value

66.60 NT

24.78

22 LL 101.49 rail SH 744#

No value

1 Scrap Head block 8X12X15

"

39 " Sw. ties 7X9, 2100 FBM

"

324 " Cross ties, 7X9X8

40.00 NT

518.80

1297 " LF 60# Rail 25940

1.50 C#

20.64

86 " Pcs 60# Angle Bars 1376

1.50 C#

1.97

1 " " Hayes Derail 131

1.50 C#

30.00

2000# " Misc track scrap

66.60 NT

256.84

228 SH L ft. #2 Rail 101.49 7713

12.00 C#

204.60

1 SH 100# Rigid Frog R H 11' 1705

11.00 C#

254.76

1 SH " Split Sw Comp 16 1/2" 2316

66.60 NT

24.54

2 SH P&M Grd Rails, H1 1 Lo. 737

4.40 C#

8.58

6 SH 100# Angle Bars - Frog 195

4.40 C#

8.62

4 SH " Cont joint Bars 196

4.40 C#

8.80

2 SH pr 100/60 Compr joints 200

4.00 C#

39.92

105 SH 100# tie plates 998

1.50 C#

.06

24 Scrap 1 1/8" Spg washers 4

1.50 C#

.75

50# " 1 1/6" X 5 1/4" track Bolts 50

1.50 C#

4.07

27# " 5/8 X 6 1/4 " Spikes 271

1.50 C#

2.85

1 SH HD-HS Sw stand 190

1.50 C#

.60

1 SH Conn Rod 6" O 3/4" 40

\$1411.18

PR - B&B 711 Gang 705

Aug. 1953

Plank over 3 Switches

16 Hrs 2.1419

34.27

16 " 1.907

30.51

16 " 1.847

29.55

108 " 1.799

194.29

16 " 1.655

26.48

315.10

Oct. 1953 Plank over Main line

8 hrs. 2.0739

16.59

8 " 1.937

15.50

8 " 1.877

15.02

56 " 1.829

102.42

149.53

PR - 711 - 2 B&B - Gang 705

April 1954

Haul Material

4 hrs. 2.0735

8.30

8 " 1.889

15.11

8 " 1.829

14.63

7/16

Make filler & Place Planking

32 Hrs.	2.0735	66.35
32 "	1.889	60.45
64 "	1.877	120.13
96 "	1.829	175.58
64 "	1.685	107.84

568.39
1033.02

3% Vacation allowance
6 1/2% RR Retirement and Unemployment
on 1064.01

30.99

69.16

Insurance

31.92

3% Workmens Compansation

1% Public Liability & Property
Damage

10.64

\$1175.73

Rental of Equipment

Boarding outfits

Aug. 1953 - Gang 711

10 cars in service 160 days
160 days @ 1.016 day

162.56

Apportioned

Total Hours 520

hrs. this job 172 / 33.07

33.07% of 16256

53.75

Nov. 1953 Gang 711

11 cars in service 330 days
330 days @ 1.016 day

335.28

Apportioned:

Total Hours

1475

Hours this job

80 / 5.43%

18.21

5.43% of 335.28

Apr. 1954 - Gang 705

11 cars in service 330 days
330 days @ 1.016 day

335.28

Apportioned:

Total hours

1624

Hrs. this job

308 /

18.96%

63.56

\$ 135.52

Truck Rental

April 1954

PR 711

Stude 1 1/2 TOW - 27 128 miles @ .05 mi.

6.40

Aug 1953 - Gang 705

Chev. Stake 1 1/2 ton OW 67120 miles @ .05 mile

6.00

ML

Plank over 3 Switches

502-1 Aug 1953 # 1441

14 2"x8"x16 Rgh SH

8 1"x8"x16 S4S SH

200# 1/2"x12" Boat spikes

25# 20 D Com. Nails

502-1 Oct 1953 #1833

12 2"x8"x16 Rgh Sub S4S

11 1"x6"x16 S4S

25# 60 D Com Nails

502-1 April 1954 # 2716

Plank Crossing - Condon Branch

17 1"x8"x16 S4S

24 2"x8"x16 "

30 1"x8" Ship Lap

20# 20 D com Nails

5# 8 D "

200# 1/2"x12" Boat spikes

15# 5/8 cut washers

31 4"x10"x16 Rgh

1.30' ea 18.20
1.20' ea 9.60
.09' lb 18.00
.06' lb 1.50

1.73' ea 20.76
1.61' ea 17.71
.08' lb 2.00

.80' ea 13.60
1.62' ea 38.88
.34' ea 10.20
.08' lb 1.60
.08' lb .40
.09' lb 18.00
.09' lb 1.35
3.87' ea 119.97

291.77
14.59

\$ 306.36

5% Cost of Handling

Freight over our own lines

Lumber Centrallia, Wn. to Arlington 229 miles

4.5 tons X 229 miles = 1031 ton miles

10.31 ton miles @ .01 ton mile

Seattle Wn to Arlington 321 miles

.25 tons X 321 miles 80 ton Miles

80 ton miles @ .01

10.31

.80

11.11

Total Exhibit "D" 3

\$14144.90

Exhibit "D" 4

Remodel Stock Yards
PR - 711 - 1 - Gang 711
Feb. 1954

Unload Matl for Stock Yards

4 hrs.	2.4008 hr.	9.61
4 "	1.937 "	7.75
8 "	1.877 "	15.02
12 "	1.829 "	21.95
4 "	1.685 "	6.74

61.07

Cut Back Stock Yards

20 hrs.	2.4008 hr.	48.02
20 "	1.937 "	38.74
56 "	1.877 "	105.11
92 "	1.829 "	168.27
20 "	1.685 "	33.70

393.84

454.91

3% Vacation allowance

13.65

6 1/2% RR Retirement & Unemployment
on 468.56

30.46

4% Insurance

18.74

\$ 517.76

Rental of Equipment:

Boarding outfit B&B Gang 711
Feb. 1954

12 cars 28 days ea 336 days
336 days @ 1.016 day

341.38

Apportioned

Total Hours

1360

Hours this job

240

17.65%

17.65% of 341.38

60.25

60.25

Rental of Truck

OW - 28 Stude 1 1/2 ton 90 miles @ .05 mile

4.50

Cut Back Stock Yards

502-1 # 2397 Feb 1954

5' SH Stock Yard posts	16'	CL ft	33.63'	26.90
35' " " " "	10'	" "	" "	117.71
5' " " " "	5'	" "	" "	8.41
50# 16 D Common Nails	1b	.09'		4.50
50# 8" wire spikes	1b	.07'		3.50
				161.02
				8.06

169.08

5% Cost of Handling

Total Exhibit "D" 4

751.59

Exhibit "D" 5

Install Flashing Light Signals -
Signal Gang 779

November 1953

8 Hrs.	Foreman	447.07 Mo.	17.88
8 "	Asst "	313.13 "	15.66
80 "	Signalman	2.033 Hr.	162.64
8 "	Asst "	1.913 "	15.30
48 "	" "	1.769 "	84.91
40 "	" "	1.745 "	69.80
136	Signal Helpers	1.721 "	<u>234.06</u>

600.25

6956?

April 1954

Signal Gang 781

Wire Xing signal cases

8 Hrs.	Signal Foreman	447.07 Mo.	17.20
88 "	Signalman	2.033 hr.	178.90
16 "	Asst. "	1.793 "	28.69
48 "	" "	1.887 "	90.58
8 "	Signal Helpers	1.721 "	<u>13.77</u>

329.14

Signal Gang 785

Install Flashing light highway signals

40 Hrs.	Signal Foreman	447.07 Mo.	85.98
160 "	Signalmen	2.033 Hr.	325.28
56 "	Asst "	1.913 "	107.13
24 "	" "	1.841 "	44.18
40 "	" "	1.745 "	69.80
80 "	Signal Helpers	1.721 "	<u>137.68</u>

770.05

PR - 701 - 2 Supt.

1 day	Asst. Signal Engr	660.00 Mo. (30)	22.00
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3 "	Genl Signal Foreman	496.69 Mo. "	49.67
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2 "	Signal Clerk	329.93 Mo. (22)	<u>29.99</u>
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101.66

PR - 41 - 2 Genl. Engr.

Draftman, etc.

- 16.84

May 1954 - Signal Gang 785

Install & Paint Flasher light Signals

80 Hrs.	Signal Foreman	447.07 Mo.	171.95
148 "	Signalmen	2.033 Hr.	300.88
2 "	" "	3.049 "	6.10
64 "	Asst. "	1.913 "	122.43
8 "	" "	1.841 "	14.73
40 "	" "	1.769 "	70.76
64 "	Signal Helpers	1.721 "	<u>110.14</u>
8 "	Foreman	447.07 Mo.	17.19
16 "	Signalmen	2.033 Hr.	32.53
8 "	Asst. "	1.913 "	15.30
8 "	Signal Helpers	1.721 "	<u>13.77</u>

796.99

78.79

78

PR 701 - 1 Suptnce.
 1 day Asst. Sig. Engr. 660.00 Mo. (31) 85.16
 8 days Genl Sig. Foreman 496.69 " " 128.16
 2 " Signal Clerk 329.93 " (20) 32.99 246.31
 2940.03
 88.20
 196.83
 3% Vacation allowance on 2940.03
 6 1/2% RR Retirement & Unemployment on 3028.23
 Insurance: 90.85
 3% Workmens Compansation
 1% Public Liability & Property 30.28 \$ 3346.19
 Damage
 Vo. No. 440104 Pers. Exps. 7.60
 Asst. Signal Engr.
 Form 1253 - Report of Rolling Stock Equipment
 Rental of Boarding Outfits
 Nov. 1953 - Signal Gang 779
 14 cars @ 30 days ea 420 days 426.72
 420 days @ 1.016 per day
 Apportioned:
 Total Hours worked 5136
 Hours this job 328 6.39%
 6.39 % of 426.72 27.27
 April 1954
 Signal Gang 781
 7 cars @ 30 days ea 210 days 213.36
 210 days @ 1.016 per day
 Apportioned:
 Total Hours worked 1466
 Hours this job 168 11.45%
 11.45 % of 213.36 24.43
 April 1954
 Signal Gang 785
 14 cars @ 30 days ea 420 days 426.72
 420 days @ 1.016 days
 Apportioned:
 Total Hours worked 2336
 Hours this job 400 17.12%
 17.12 % of 426.72 73.05
 May 1954
 Signal Gang 785
 11 cars @ 31 days ea 341 days 346.46
 341 days @ 1.016 day
 Apportioned:
 Total Hours worked 2332
 Hours this job 486 20.84%
 20.84 % of 346.46 72.20
 Automotive Equipment
 Trucks:
 OW - 55 Stude. 2 ton stake Nov. 1953 40 miles
 UP - 42 Chev. Stake Apr. 1954 140 "
 OSL 17 Stude. Stake May 1954 360 "
 540 "
 540 miles @ .05 mile 27.00 223.95

710

TE # 407 - May 1954
Work train Service
Unload Signal Material

Trainmen	6.01
Enginemen	4.44
	10.45
3% Vacation allowance	.31
6 1/2% RR Ret. & Unemp.	
on 10.76	.70
Insurance	
3% Workmens Comp.	.32
1% Pub. Liab. &	
Prop. Damage	.11

\$ 11.89

Rental of Equipment
Eng. 1043 in Service 1 Hr.

9.95

1 Hr. @ 79.409 day
Vo. No. 464731 Personal Expenses
Teleg. Clerk E. F. Hiigel

.18

Xing Signals

April 1954

502 - 1 # 2649

1-Style "S" welded sheet steel instru-
ment case - 6' 9", Pce 262538 with
one outlet on right hand end &
one cover plate on left hand end
(not factory wired) US&S

328.29

2.15

1.34

1-53 ohm resistor pce 156686 - US&S D .006
224-Black fibre tag, pce No. 186085 US&S ea D .006
10-Red fibre tag. Pce No. 264318 " D .006
54-Block fibre tag Pce No. 276133 " D .008
36- " " " " No. 186583 " D .006

.06

.43

.22

1-Adjustable resistance unit 0.9 ohm
for primary track battery No. 7321
Pl. K - 302Ref. 1 - WRRS D

1.56

2-Branch No. 0027A lightning arrester
complete with rare gas Cartridge,
Green label - WRPS Co. D ea 1.67

3.34

4.64

4-Testing switch, No. 250 - 101 - WRRS D ea 1.16
758-ft Single Conductor wire No. 16 AWG,
(19 strands) 3/64" wall T. C. Green
insulation - Kerite Co. D ft .03

22.74

75- Single Conductor wire No. 9 AWG
(19 strands) 3/64" wall Kerite insulatic
with one tape and one braid -
Kerite Co. D ft .06

4.50

2020-ft Single Conductor No. 6
AWG Trenchlay wire ft .14

282.80

270-ft. 5 Cond. No. 6 underground
Cable solid 3/32" wall, 2 tapes
and 2 jutes ft .71

191.70

1 hr Testing Crossing Signal

me

80 ft. 5 Conductor No. 6 AWG solid bronze topped cable, 3/32" wall, Kerite insulation plain covered over-all with 2 K-20 tapes, Jute bedding, one Mil bronze tape & 2 layers saturated jute under-ground finish	ft	.73	58.40
428 Single Conductor wire, No. 14 AWG (19 strands) 3/64" wall Kerite insulation, one tape and one braid = the Kerite Co.	D ft	.04	17.12
1/2 5"X10' transite Conduct without couplings 5Ft.	D ft	.65	3.25
4 CS 61 brass signal padlock with 13" chain, Corbin Cabinet Lock Company	D ea	1.78	7.12
220 Sta - Kon Soderless terminal No. Sig. 14B	D ea	.01	2.20
1 1/2"X12"X83" transite board	D ea		4.74
1/2 Gr. 1/4" No. 8, Parker - Kalon, zinc plated, RH, sheet metal screws	Gr.	.50	.25
175 Sta-Kon solderless terminal No. Sig. 14B - 3	ea	.03	5.25
1/6 Gro. 1 1/4" No. 12, blued, RH, wood screws	Gro	1.28	.21
1/3 1" No. 12, blued round head wood screws	Gro	1.11	.37
2 Gro. 3/8" No. 4 round head cadmium or zinc plated, wood screw	Gro	.80	1.60
1/2 1" No. 4 RH cadmium or zinc plated, type Z Parker-Kalon sheet metal screw	Gro	.39	.20
28 Block fibre tag US&S pce No. 278651	ea	.008	.22
8 27A lightning arrester No. 0027A complete with rare gas cartridge Orange label, WPRS Co.	ea	1.99	15.92
38 Block fibre tag US&S pce No. 196669	ea	.009	.34
1/2 Gr. 1 1/4" No. 12, round head blued steel wood screws	Gro	1.20	.60
5 Terminal strip type 2506 K-40 8 Ref 1, Pce WRRS Co.	ea	1.66	8.30
3 Terminal strip, type 2508 P1 K - 409, Ref1, Pce 2508 - 112 WRRS 502-1 No. 2674	ea	1.66	4.98
1 KB time element, Motor operated, GRS Ref 57262 - 164 GR 3, time range, 4 sec to 64 sec 400 ohms, to operate on 10 volts DC	D ea		129.39
502 - 1 2716			
2 2ft cast iron pier for sheet steel instrument cas D wg C - 16752	D ea	17.58	35.16

740

2 DN 19 225 ohm relay, 4f & 4b Contacts - US&S SH	ea	48.00	96.00
1 DN - 11 P power transfer relay 75 -75 ohm, 4f & 4b Contacts US&S pce 220131	D ea	73.05	73.05
2 Special blooper transformer (omaha Signal Shop) SH	ea	23.78	47.56
8 B-4-H 80 AH nickel steel battery in bottomless trays, in 8 cell cases	ea	16.39	131.12
2 " " SH	ea	12.29	24.58
3 Edison RSA 500 AH primary cell Type S-502 complete with rectangular heat resisting glass jar	ea	5.55	16.65
10 " " "	ea	7.88	78.80
2 Special booleg with one ohm variable resistor - WRRS Co. No. 1157 RUPRR Dwg A - 4519	ea	9.75	19.50
4205 - 1 No. 1630 Apr. 1954			
2 6 Pt r ohm relays 6f & 6B Pce 186770	ea	86.33	172.66
502 -1 - # 2843 May 1954			
2 7 foot cantilever flashing light signal complete per fig B, UPRR Dwg, C-3766, Rev. 3-6-53 without track sign	D ea	696.50	1393.00
2 2 foot cast iron pier for sheet steel instrument case US&S Dwg C - 16752, sheet 4 Pce No. 273989	ea	19.22	38.44
2 Cell concrete battery box Comp. UPRR Dwg B - 4400	SH ea	42.75	85.50
1 DN 12 4 ohm relay with 6f & 6B Contacts US&S Pce No. 186770	ea		94.63
1 FN -16A 500 ohm flasher relay with 4N & 4R Contacts US&S Pce 265738	cost		96.78
1 KBtime element relay motor operated, GRS Ref. 57262 - 164 Gr. 3, time range 4 sec to 64 sec to operate on 10 volt DC	D cost		145.22
2 Edison Magnetic relay assembly No. 35822 D 4.4 Ma - T.A. Edison Co.	ea	13.99	27.98
1 RTA - 104 Automatic track rectifier, US&S pce No. 215412	SH ea	42.00	42.00
1 RX - 11 line rectifier, US&S Pce No. 218485	cost		40.40
1 w-20 transformer with 2 secondaries, US&S pce No. 176458	ea		64.52

1. DN - 12, 670 ohm relay with 4F and 2B low voltage and 2B heavy duty contacts, US&S Pc 280935	D	cost	64.45.
1. DNL - 47E two rate charge control relay USS pce 293451 for 10 volt Edison battery (7-8 cells)	D	cost	108.26.
2. DN - 12 4 ohm relay with 4f & 4b contacts, US&S Pce 152995	D	ea 60.06	120.12
1. DN - 12, 670 ohm relay with 4f and 2B contacts US&S pce 157760	D	ea 60.06	60.06
1. DN - 12 4 ohm relay with 6f and 6b contacts, USS pce 186770	D	ea 94.63	94.63
502 - 1 2798 May 1954			
1. Gal zinc chromate primer paint	gal	1.47	1.47
2. Gal Aluminum paint, CS 22 No. 26	gal	2.14	4.28
1. Type 1182-22 X bootleg WRRS	ea	16.99	16.99
20. Parkway bootleg, WRRS Co. No. 1186-32	ea	3.24	64.80
40. Type C - 8 - 2" long stub end track Connector - Acme Rail Bond Engr. Co.	D	ea .47	18.80
11. 46" Keystone bonds, tapered head 2 Condr. Copperweld rail, butt welded, No. 14-B -12 BT	ea	.66	7.26
65. Acme type BB-1 bond (single strand) rail head signal - 30 deg crimp	ea	.30	19.50
10. 100 lb 4 hole insulated joint	ea	24.26	242.60
2. Relay DN - 12 670 ohm 4f & 4b contacts, pce. 157760, US&S	D	ea 54.48	108.96
1. Relay, DN - 12, 4 ohm 6f & 6B Contacts, Pce 186770, US&S	D	ea 86.45	86.45
May 1954			
502-1 #2758			
Construct pole line to instrument Case for highway signal Crossing			
9. 5/8" X 18" double arming bolt, Hubbard No. 9862	D	ea .42	3.78
4. Hubbard wire holder No. Grabar Elect.	D	ea .29	1.16
12. Galv. iron Crossarm brace hubbard No. 8028	ea	.13	1.56
8. Steel crossarm pin 1/2" Hubbard No. 71 with 3 prong washer No. 5039	D	ea .64	5.12
6. Dead end Clevis Hubbard No. 1340 with No. 1609 Insulator	SH	ea .58	3.48

2 Breakarm brackets single	ea	1.42	2.84
1 5/8 X 6'0" copperweld ground rod			
J - 8392 with ground wire clamp			
J - 8336 - Westing house	D ea	1.62	1.62
6 4 pin, 6 foot Crossarm, UPRR			
Dwg A-318 Douglas fir EEJ			
spec. TD 90, 4# Renta			
Treatment	D ea	1.79	10.74
6 Galvanized heel bolt Hubbard			
No. 9754	D ea	.06	.36
6 5/8" X 16" galvanized thru bolt			
Hubbard #9816	D ea	.23	1.38
12 Galvanized toe bolts Hubbard			
No. 9742 1/2	D ea	.03	.36
8 Side groove glass insulator			
Hemingrar No. 19	D ea	.10	.80
2 Porcelain strain insulator			
No. 502	D ea	.23	.46
1 Angle thimble eye, Hubbard			
No. 1100	D ea	.35	.35
1 Chance 8s guy anchor with			
5/8" X 6'0" galvanized rod with			
thimble eye	D ea	2.03	2.03
2 Breakarm bracket, Model R- 5016			
WRRS Co. Pl S-11 Ref 1			
(Double Xarm)	D ea	2.02	4.04
1/2 Mi. No. 10 AWG solid, 40%			
conductivity copper weld,			
Haberlene weather proof			
line wire 184#M1	D lb	.57	52.44
8 No. 10 AWG solid soft drawn			
copper tie wire, Habirlene			
weather proof 24 inch long	D ea	.05	.40
10 Pole step, Hubbard #7123	D ea	.12	1.20
1 30 ft line pole	D ea		11.75
2 Straight thimble eye,			
Hubbard No. 7519	ea	.62	1.24
3 Enameled bridle ring, style			
C 1 1/2"	ea	.13	.39
3 Galv. 2-bolt clamp Hubbard			
No. 7448	D ea	.27	.81
Dec. 1954 485 #1031			
2 DN - 12 relays	D ea	23.78	47.56
5% Cost of Handling		2342.96	117.14
Direct shipments		2659.32	-
		5002.28	117.14
			\$5119.42
Freight over our own lines			
Omaha to Arlington	1646 Miles		
4.164 tons X 1646 Miles	6854 ton miles		
6854 ton miles @ .01 ton mile			68.54
Concrete Bases			
Kansas City to Arlington	1686 Miles		
1200 lbs X 1686 Miles = 1012 ton miles			
1012 ton Miles @ .01 ton mile			10.12

ML

Pole

Centralia Wn. to Arlington 229 miles

881# X 229 miles 1008 ton miles

1008 ton miles X .01 ton mile

1.01 \$ 79.67

Special Discount on Quantity

Purchases US&S Material

1275.22 @ 4.99%

63.63

Material Released

20-Jt Bars 100#

720#

5.74 C#

41.33

Vo. No. 449421 - May 1954

Ready Mix Concrete - 5 yds 23.00 yd

115.00

\$8808.89

Exhibit "D" 5

Exhibit "D" 6

PR - Teleg Dept. Outfit 0.17
May 1953

Rerouting line account

Highway blasting

12 days Foreman

48 Hrs. Leadworkmen

6 " "

446.13 Mo. (31)

2.021 Hr.

2.897 " OT

172.70

97.01

17.38

Lineman

8 pole work

16 Crossarm work

4 Anchor

60 Wire Work

32 Testing & Connecting

4 Dead Ends Made

8 Traveling outfit

132 Hrs. @

1.931

254.89

Groundmen

24 Pole Work

8 Anchor work

96 Wirework

24 Trench work

24 Pipe Layed

32 Salvage Matl & Cl R/W

24 Servicing outfit

8 Shipping Matl by truck

8 Traveling - Outfit

248 Hrs. @

1.691

419.37

Groundmen

8 shipping Matl by truck 2.537 OT

20.29

June 1954 - Outfit 015

Move Pole Line

5 days Foreman

24 Hrs. Lead Workman

3 " " "

470.00 Mo. (30)

2.051 Hr.

3.032 " OT

78.33

49.22

9.10

Lineman

15 Hrs Dist. Matl

91 " Wire Strung

4 " Brackets Installed

110 " @

1.961 hr.

215.71

Groundmen

15 Hrs. Dist Matl

8 " Xarms attached

80 " Wire Strung

4 " Brackets Installed

8 " Servicing Outfits

115 " @

1.721 hr.

197.92

June 1954 - Outfit 015
Transferring Telephone & Telegraph
Facilities

8 Hrs. Lead Workman	2.051 Hr.	16.41
1 " " "	3.032 " OT	3.03

Linemen:

8 Hrs. Poles Removed		
8 " Crossarms "		
16 " Wire "		
16 " Pipe "		
24 " Outfit Traveling time		
72 " @	1.961 Hr.	141.19

Groundmen:

8 Hrs. Poles removed		
16 " Wire work		
8 " Pipe Removed		
8 " Supplying outfits		
32 " Outfit Traveling time		
72 " @	1.721 hr.	123.91

Regular time

Overtime

1766.66
49.80
53.00

3% vacation allowance on 1766.66
6 1/2% RR Retirement & Unemployment
on 1869.46

121.51

Insurance

56.08

3% Workmens Compensation

1% Public Liability &
Property Damage

18.69 \$2065.74

Personal Expenses

June 1954

Vo. No. 462418 Foreman Robinson

17.60

Rental of Equipment

Boarding outfits -

May 1953

11 cars in service 341 days @ 1.016 day 346.46

Apportioned:

Total Hours	1416'	
Hours this job	456'	32.2%
32.2% of 346.46		111.56

June 1954

11 cars in Service 330 days

330 days @ 1.016 day 335.28

Apportioned:

Total Hours	1233'	
This job	410'	33.25%
33.25% of 335.28		111.48

Trucks

Dodge - PW # 69

May 1953

June 1954

60 miles

72 "

132 " @ .05

6.60

229.64

7/10

June 1954 - Outfit 015
Transferring Telephone & Telegraph
Facilities

8 Hrs. Lead Workman	2.051 Hr.	16.41
1 " " "	3.032 " OT	3.03

Linemen:

8 Hrs. Poles Removed		
8 " Crossarms "		
16 " Wire "		
16 " Pipe "		
24 " Outfit Traveling time		
72 " @	1.961 Hr.	141.19

Groundmen:

8 Hrs. Poles removed		
16 " Wire work		
8 " Pipe Removed		
8 " Supplying outfits		
32 " Outfit Traveling time		
72 " @	1.721 hr.	123.91

Regular time
Overtime

1766.66
49.80
53.00

3% vacation allowance on 1766.66
6 2/3% RR Retirement & Unemployment
on 1869.46

121.51

Insurance

56.08

3% Workmens Compensation

1% Public Liability &
Property Damage

18.69 \$2065.74

Personal Expenses

June 1954

Vo. No. 462418 Foreman Robinson

17.60

Rental of Equipment

Boarding outfits -

May 1953

11 cars in service 341 days @ 1.016 day 346.46

Apportioned:

Total Hours	1416'	
Hours this job	456'	32.2%
32.2% of 346.46		

111.56

June 1954

11 cars in Service 330 days

330 days @ 1.016 day 335.28

Apportioned:

Total Hours	1233'	
This job	410'	33.25%
33.25% of 335.28		

111.48

Trucks

Dodge - PW # 69

May 1953

June 1954

60 miles

72 "

132 " @ .05

6.60

229.64

7/11

Form 502 - 1 June 1954

15 Xarm 10' 10 pin
30 Bolts, Carg. 4"
9 Brackets, Paint # 9273
168 Insulators # 42
32 Washers sq # 7811
15 Bolts, X - arm 14# SA
15# Wire tie, copper #9
18 Bushing wood
50 Sleeve, Nico 1-114 D
28 Sleeve, Nico R 1- 114 D

2.08	ea	31.20
.04	ea	1.20
3.00	ea	27.00
.13	ea	21.84
.05	ea	1.60
.26	ea	3.90
.39	lb	5.85
.03	ea	.54
.05	ea	2.50
.06	ea	1.68

97.31
4.87

\$ 102.18

5% Cost of Handling

Freight over our own lines

Omaha to Arlington 1646 miles
.376 tons X 1646 miles 619 ton miles
619 ton miles @ .01 ton mile

6.19

May 1953

502 - 1 Matl from teleg stock
Rerouting line account State blasting

1690# Wire, line copper #8
300 ft Conduct, 3"
300 " " 2"
40 Broce Crossarm 28"
20 Crossarm 10'
200 Insulator #42
4000 ft Wire Tw. Pr. #14
4 Anchor Everstick # 834
4 Guy Rod 6"
200 Messenger-10M Galv.
36 Bolts Carg. 4"
18 Screws, Lag. 1/2X4"
20# Wire tie #8 Copper
20 Sleeves, Nico 1- 165J
8 Clamps, 3 bolt Med.

SH	.16 lb	270.40
"	.25 ft	75.00
"	.20 ft	60.00
"	.11 ea	4.40
"	1.40 ea	28.00
"	.07 ea	14.00
"	.02 ft	80.00
"	1.25 ea	5.00
"	1.20 ea	4.80
"	.02 ft	4.00
"	.03 ea	1.08
"	.04 ea	.72
New	.36	7.20
"	.14 ea	2.80
SH	.21 ea	1.68

559.08
27.95

587.03

5% cost of handling

Material Released:

800# Wire, Copper #9
400# Wire Iron #8
45 Crossarms 10'
300 Insulators #42
80 Braces, Crossarm 28"
10 Poles, 20'
5 " 25'

SH	.16 lb	128.00
Junk	No value	-
"	" "	-
SH	.07 ea	21.00
"	.11 ea	8.80
Junk	No Value	-
"	" "	-

157.80

MLs

Patrolling Communication lines

PR 27 Teleg. Dept. - Gang 015 Oct. 1953

20 Hrs. Lineman	1.961 Hr.	39.22	
24 " "	2.942 " OT	70.61	
16 " "	1.961 " "	31.38	
3 " "	2.942 " OT	8.83	
8 " "	1.961 " "	15.69	165.73

Nov. 1953 - Gang 015

16 Hrs. Lineman	1.961 Hr.	31.38	
2 2/3 Hrs. " "	2.942 " OT	7.83	
8 " "	1.961 " "	15.69	54.90
16 " "	1.961 " "	31.38	
2 " "	2.942 " OT	5.88	37.26

Dec 1953 Gang 015

8 Hrs. Lineman	1.961 Hr.	15.69	
3 " "	2.942 " OT	8.83	24.52
17 " "	1.961 " "	33.34	33.34

Jan 1954 Gang 015
44 Hrs. Lineman

1.961 Hr.	86.28	86.28
-----------	-------	-------

Regular time
Over time

300.05	402.03
101.98	

3% vacation allowance on 300.05
6 1/2% RR Retirement & Unemployment
on 411.03
Insurance
3% Workmens Compensation
1% Public Liability & Property Damage

9.00

26.72

12.33

4.11

\$ 454.19

Personal Expenses

Vo. No. 380274 Lineman Becker

114.60

12.75

115.95

243.30

Vo. No. 396339

Feb. 1954

PR - 27 -

Patrolling Teleg lines

113 hrs. Lineman 1.961 hr.

221.59

6.65

3% vacation allowance
6 1/2% RR Retirement & Unemployment
on 228.24

14.84

Insurance

6.85

3% Workmens Compensation

1% Public Liability &

Property Damage

2.28

252.21

Vo. No. 4167 26 Personal Expenses
Lineman P. McCarthy

83.05

7/10

PR 27 - Aug 1953

15 1/2 Hrs. Lineman
8 " "

1.931 hr.
2.897 " OT

29.93
23.18

Sept 1953

45 hrs. Lineman

1.931 hr.
2.897 " OT

86.90
26.07

9 " "
4 " Dist man

408.11 No. (26)

7.85
173.93
3.74

3% vacation allowance on 124.68
6 1/2% RR Retirement & Unemployment
on 177.67

11.55

Insurance

3% Workmens Compensation

5.33
1.78

1% Public Lia. & Prop. Damage

\$ 196.33

Personal Expenses - Distman
Truck Rental 112 miles @ .05 mi.

.95
5.60

6.55

Nov. 1953

PR - 27 -

16 Hrs. Lineman

1.961 hr.

31.38

2 2/3 hrs. "

2.942 " OT

7.83

16 " "

1.961 "

31.38

Wire Work

8 hrs. Lineman

1.961 hr.

15.69

2 " "

2.942 " OT

5.88

92.16

3% vacation allowance on 78.45
6 1/2% RR Retirement U Unemp. 94.51
4% Insurance

2.35

6.14

3.78

104.43

PR - 712 - Signal Dept
Signal Gang 779

Aug 1953 - Protecting Signals
& Signal lines

8 hrs. Signalman

3.0045 hr OT

24.04

32 " "

2.003 "

64.10

6 " "

3.0045 hr OT

18.03

106.17

Sept 1953 Gang #799

40 hrs. Signalman

2.003 hr.

80.12

4 " "

3.0045 hr OT

12.02

32 " "

2.003 "

64.10

10 " "

3.0045 " OT

30.04

186.28

October 1953

Signal Gang 779

48 Hrs. Signalman

2.033 hr

97.58

9 " "

3.0495 " OT

27.45

32 " "

2.033 "

65.06

2 " "

3.0495 " OT

6.10

196.19

November 1953

Signal Gang 779

8 hrs. Signalman

2.033 hr.

16.26

8 " "

3.0495 " OT

24.40

16 " "

2.033 "

32.53

73.19

December 1953

8 hrs. Signalman	2.033 hr.	16.26	
32 " "	2.033 "	65.06	
9 " "	3.0495 " OT	27.45	108.77

Jan 1954

Signal Gang 785		48.79	
24 hrs. Signalman	2.033 hr.	48.79	
24 " "	2.033 "	9.15	106.73
3 " "	3.0495 " OT	32.53	
16 " "	2.033 "	3.05	35.58
1 " "	3.0495 " OT		

Feb 1954

Signal Gang 785		65.06	
32 hrs. Signalman	2.033 hr.	24.40	
8 " "	3.0495 " OT	14.34	
8 " Asst "	1.793 "	2.69	106.49
1 " " "	2.6895 "		

Patrolling Signal Lines

Signal Gang 785		146.38	
72 hrs. Signalman	2.033 hr.	6.10	152.48
2 " "	3.0495 " OT		

Mar 1954 - Sig Gang 785

80 hrs. Signalman	2.033 hr.	162.64	
2 " "	3.0495 " OT	6.10	
16 " "	2.033 "	32.53	201.27

April 1954 - Sig Gang 785

8 hrs. Signalman	2.033 hr.	16.26	
8 " "	3.045 " OT	24.40	40.66

Regular time
Over time

1071.08	1313.81
242.73	

3% Vacation allowance on 1071.08
6 1/2% RR Retirement & Unemployment
on 1345.94
Insurance
3% Workmens Compensation
1% Public Liability &
Property Damage

32.13

87.49

40.38

13.46 \$1487.27

Truck Rental

Gang 779

Stude Stake 2T OW 55	Aug 1953	105 miles
do	Sept 1953	205 "
do	Oct 1953	400 "
do	Nov 1953	60 "
do	Dec 1953	120 "
do	Jan 1954	60 "

ML

Gang 785	Jan. 1954	100 miles
Chev. Stake UP # 42	Feb. 1954	300 "
do	Mar. 1954	240 "
do		<u>1590 "</u>

1590 miles @ .05 mile

Total Exhibit "D" 6

\$ 79.50

\$5757.41

7mb

*Full month expenses charged
for Workmen but
only 11 days salary.*

Exhibit "D" 7

PR 28 Chief engineer - Prepare plans for Highway King

Apr. 1953 176.77
Oct. 1953 61.45

Personal Expenses
Vo. No. Amt.

Engineer - Inspector
July 1953 14 days 45900 mo (26) 247.15
Aug. 1953 23 " 45900 mo (27) 391.00
Sept. 1953 24 " 45900 mo (25) 440.64
Oct. 1953 1 mo. 45900 " 459.00
Nov. 1953 18 days 45900 " (24) 344.25

Dec. 1953 18 " 45900 mo (25) 330.48
Jan 1954 11 " 45900 " (25) 201.96
Feb. 1954 21 " 45900 " (24) 401.63
Mar. 1954 24 1/2 " 48000 " (27) 435.56
Apr. 1954 Mo. 48000 " 480.00
May 1954 15 1/2 " 48000 " (27) 275.53
4245.42

358141 94.00
350180 159.97
377365 176.03
375668 186.85
401979 141.49
398672 116.05
398670 112.34
423647 258.70
419316 245.90
441683 294.05
434564 287.80
467279 86.95

3% Vacation allowance 127.36
6 1/2% RR Retirement & Unemploy-
ment on 4372.78 284.23
Insurance 131.18
3% Workmens Compensation
1% Public Liability &
Property Damage 43.73
4831.92

2162.13 \$6994.05

Gess Motor Co.

Rental of Car

Vo No. 405040 Jan. 1954 120.00
" " 427842 232.50
" " 421164 9.25
" " 453101 Could not locate 225.00

586.75

Month Miles

Rental of Truck
MW 82 Chrv. Carryall

July 1953 873 - 8 da
Aug 1953 3382 31 "
Sept 1953 3273 4 "
Oct 1953 3382 31 "
Nov 1953 3467 30 " 3/6
Dec 1953 2257 31 "
Apr 1954 162
May 1954 1159
17955

OW 36 GMC Carry all
do

\$ 897.75

17955 miles @ .05 per mile

Flagging Watchmen Patrolling

July 1953 - Track Sec. 24
34 hrs. Foreman 2.655 hr. Ot 90.27
96 " Laborers 1.535 " 147.36
45 " " 2.305 " OT 103.73

341.36

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Aug. 1953 - Tracks - Sec 24

56 hrs. Foreman	322.35' mo. (21)		107.45	
78 " "	2.855' hr.	OT	222.69	
56 " Laborers	2.305' "	OT	129.08	
160 " "	1.535' "		245.60	
30 " "	2.25' "	OT	67.50	772.32

Sept 1953

77 hrs. Foreman	2.855' hr.	OT	219.84	
76 " "	322.35' mo. (21)		145.82	
132 " Laborers	1.535' hr.		202.62	
119 " "	2.305' "	OT	274.30	
189 " "	1.499' "		283.31	
68 " "	2.25' "	OT	153.00	1278.89

October 1953

8 hrs. Foreman	327.43' mo (22)		14.88	
94 " "	2.901' Hr.	OT	272.69	
268 " Laborers	1.565' "		419.42	
136 " "	2.35' "	OT	319.60	
407 " "	1.529' "		622.30	
139 " "	2.295' "	OT	319.01	1967.90

November 1953

6 hrs. Foreman	327.43' mo.		12.28	
32 " "	2.90' hr.	OT	92.80	
240 " Laborers	1.565' "		375.60	
120 " "	2.35' "	OT	282.00	
14 " "	1.541' "		21.57	
7 " "	2.31' "	OT	16.17	
4 " "	2.29' "	OT	9.18	809.60
8 " Foreman	327.43' mo		16.37	
40 " "	2.90' hr.	OT	116.00	
240 " Laborers	1.565' "		375.60	
112 " "	2.35' "	OT	263.20	
16 " "	2.31' "		36.96	
36 " "	1.529' "		55.04	863.17

Dec. 1953

10 hrs. Foreman	327.43' mo.		18.60	
8 " "	2.90' hr.	OT	23.20	
264 " Laborers	1.565' "		413.16	
120 " "	2.35' "	OT	282.00	
36 " "	1.529' "		55.04	
16 " "	2.295' "		36.72	
8 " Foreman	327.43' mo.		14.88	
16 " "	2.90' hr.	OT	46.40	
264 " Laborers	1.565' "		413.16	
96 " "	2.35' "	OT	225.60	
8 " "	1.529' "		12.23	1540.99

me

Jan 1954

20 hrs.	Foreman	327.43 mo.		40.93
8 "	"	2.90 hr.	OT	23.20
210 "	Laborers	1.565 "		328.65
120 "	"	2.35 "	OT	282.00
60 "	"	1.541 "		92.46
20 "	"	1.529 "		30.58
6 "	Foreman	327.43 mo		12.28
8 "	"	2.90 hr.	OT	23.20
240 "	Laborers	1.565 hr.		375.60
144 "	"	2.35 "	OT	338.40
18 "	"	1.541 "		27.74
5 "	"	1.529 "		9.17

1584.21

Feb. 1954

16 hrs.	Foreman	327.43 mo		34.46
8 "	"	2.90 hr.	OT	23.20
256 "	Laborers	1.565 "		400.64
88 "	"	2.35 "	OT	206.80
46 "	"	1.541 "		70.89
16 "	"	1.529 "		24.46
8 "	"	2.295 "	OT	18.36
6 "	Foreman	327.43 mo.		12.92
192 "	Laborers	1.565 hr.		300.48
120 "	"	2.35 "	OT	282.00
18 "	"	1.541 "		27.74
6 "	"	1.529 "		9.17

1411.12

Mar. 1954 - Sec 24

11 hrs.	Foreman	327.43 mo.		19.57
3 "	"	2.90 hr.	OT	8.70
184 "	Laborers	1.565 "		287.96
64 "	"	2.35 "	OT	150.40
29 "	"	1.541 "		44.69
9 "	"	2.31 "	OT	20.79
79 "	"	1.529 "		120.79
32 "	"	2.295 "	OT	73.44
15 "	Foreman	327.43 mo.		26.69
144 "	Laborers	1.565 hr.		225.36
32 "	"	2.35 "	OT	75.20
47 "	"	1.541 "		72.43
72 "	"	1.529 "		110.09
16 "	"	2.295 "	OT	36.72

1272.83

Regular time
Overtime

6751.72
5090.67

11842.39

3% vacation allowance on 6751.72
6 1/2% RR Retirement and
Unemployment on 12044.94
Insurance
3% Workmens Compensation
1% Public Liability &
Property Damage

202.55

782.92

361.35

120.45 \$13309.66

Total Exhibit "D" 7

\$21788.21

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Miscellaneous

Traveling Engr. Accountant

Nov. 1953	1 days	44000	mo	(22)	2000
Feb. 1954	1 "	44000	mo	(20)	2200
Apr. 1954	1 "	44000	"	(22)	2000
May 1954	6 hrs.	44000	"	(20)	1650
June 1954	1 day	44000	"	(22)	2000
July 1954	3 "	44000	"	(21)	6285
Nov. 1954	1 "	44000	"	(22)	2000
					<u>18135</u>
3% Vacation allowance					5.44
6 1/2% RR Retirement & Unemployment on 186.79					12.14
Insurance					
3% Workmans Compensation					5.60
1% Public Liability & Propty Damage					<u>1.87</u>
					206.40

Personal Expenses

Vo. No.	Amt.
402323	8.85
417274	2.45
449721	10.25
460195	12.55
454962	12.95
481105	16.45
525667	7.75

71.25 \$ 277.65

Nov. 1954
Move Pole
Elect Dept;
Leadman 8 Hrs. 2.093 hr.
Electricians 14 hrs 2.033 "

16.74
28.46
45.20
1.36

3% vacation allowance
6 1/2% RR Retirement & Unemployment 46.56
Insurance
3% Workmans Compensation
1% Public Liability & Propty Damage

3.03
1.40
.47

51.46

PR # Ex Gang-
Gang 749 May 1954
Remove Gravel from track #2
12 hrs. Foreman 354.93 mo (23)
12 " Matl Clerk 313.13 " (23)
12 " Truck Operator 1.745 hr.
36 " PTMO 1.661 "
384 " Laborers 1.529 "

23.15
20.42
20.94
59.80
587.14
711.45
21.34

3% vacation allowance
6 1/2% RR Retirement & Unemployment on 732.79
Insurance
3% Workmans Compensation
1% Public Liability & Prop. Damage

47.63
21.98
7.33

809.73

Mls

Rental of Equipment
Boarding Outfits

21 cars in service 558 days @ 1.016 day 566.93

Apportioned:

Total hrs. worked 6678

Hours this job 456 6.83%

6.83% of 566.93

\$ 38.72

Truck Rental

OW 85 Chev. 1 1/2 ton stake 60 miles @ .05

3.00

August 1954

PR Sec. 24

Sealing & Removing Rock

4 hrs. Foreman	327.43' mo		
8 " Laborers	1.565 hr.		
4 " "	1.541 "		
1 hr. Foreman	2.90 "	OT	
2 " Laborers	2.35 "	OT	
1 " "	2.31 "	OT	
1 " "	2.295 "	OT	

7.44
12.52
6.16
2.90
4.70
2.31
2.30
38.33
.78

3% vacation allowance on 26.12

6 1/2% RR Retirement & Unemploy-
ment on 39.11

Insurance

3% Workmens Compensation

1% Public Lia. & Prop. Damage

2.54
1.17
.39

43.21

Sept. 1953

PR - Tracks Sec. 24

Remove rock from track #1

3 hrs. Foreman	2.855 hr. OT	
3 " Laborers	2.305 " OT	

8.57
6.92

Supervise Road King

16 hrs. Foreman 327.43' mo

31.18
46.67
.94
3.09
1.90

3% vacation allowance on 31.18

6 1/2% RR Retirement on 47.61

4% Insurance

52.60

Cost to Compile Bill

Bill Clerk	112 hrs	
Bill Examiner	6 1/2 "	
Compt. Operator	6 "	
Typist	6 "	

1958
2.122
1.7856
1.8283

219.30
13.79
10.71
10.97

254.77
7.64
17.06
10.50

289.97

3% Vacation allowance

6 1/2% RR Ret. & Unempl. on 262.41

4% Insurance

Total

1566.34

Grand Total

\$58326.64

7/16

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT



COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

SALEM
April 5, 1956

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Mr. C. G. Palk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Arlington-Heppner Junction Section
F.A.P. Oregon BF-BF1-145(9)

Herewith copy of Union Pacific Railroad Company's Bill No. 678312 in the amount of \$58,326.64 covering cost of their work in connection with the above-named project. Will you please arrange to have this bill audited for us.

We are enclosing a copy of the State/railroad agreement covering the project for the auditor's use. If the auditor needs a copy of the construction contract, construction plans or any other information, please let us know and we will send it along.

Very truly yours,

R. H. Baldock
State Highway Engineer

By 

W. C. Williams
Deputy State Highway Engineer

CAG/dp

Encl.

cc C. A. Gardner ✓



Salem, Oregon March 14, 1956

STATE OF OREGON

To Union Pacific Railroad Co., Omaha 2, Nebraska, Dr.

Project Arlington-Heppner Junction Section Highway Comm. Agreement No. 435

Highway Comm. Agreement No. 435

Sub-Division No. _____

Ry. Company's Agreement No. Audit 81720 Estimate No. 1

Estimate No. 1

Period Covered 4/53-11/54 Prefix & Acct. No. 11-1014

Prefix & Acct. No. 11-1014

Item	Total Amount to Date	Previous Amount	Present Amount
678312	58,326.64	--o--	58,326.64
Totals	58,326.64	--o--	58,326.64
Retained <u>10</u> %	5,832.66	--o--	5,832.66
Total Payments	52,493.98	--o--	52,493.98

Pay This Estimate \$ 52,493.98

Computed by _____ Checked by _____

Approved Field Engr. _____ Approved: _____

Previous Voucher No. _____

Bridge Office Engineer

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....La Grande, Oregon.....
.....February 10, 1956.....

SUBJECT: Union Pacific Railroad Company
Bill #678312

To:

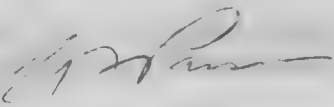
M. Stephenson
Bridge Engineer
Salem

Attention: C. A. Gardner

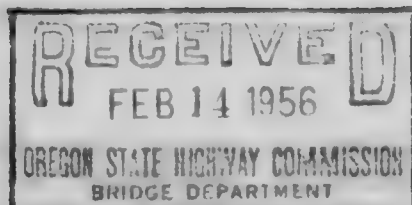
Herewith the three sets of Union Pacific Railroad Company bills which you submitted to this office under date of January 17.

A copy of Mr. Walker's letter pertaining thereto is attached.

I have approved these bills and would recommend that before payment they be subject to audit.


A. F. Parson
Division Engineer

AFP:gb
cc - J. H. Walker

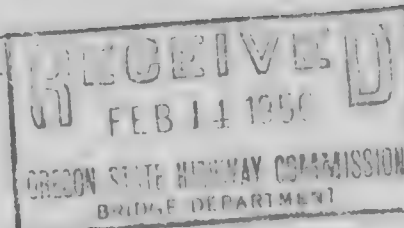


OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
Feb. 7, 1956

SUBJECT:



To:

Mr. A.F. Parsons
Division Engineer
Oregon State Highway Dept.
La Grande, OregonUnion Pacific Railroad Bill for
work performed on the Arlington-
Heppner Junction Section of the
Columbia River Highway

I am returning to you the three sets of bills which you sent to me regarding the work done by the Union Pacific Railroad Co. during construction of the Arlington - Heppner Junction Section of the Columbia River Highway.

I have checked over these bills as far as the computations are concerned and have compared the work done with the original agreement of the Union Pacific Railroad Company and the State of Oregon. I have no way to check the costs of labor, materials and equipment as shown on the bills. These bills have been broken down somewhat to the items as was in the agreement and are as listed below.

Exhibit D-1	Construct Oil Unloading Spur	\$ 2,485.48
Compares with original agreement Section 4, Article 1 on page 5		
Exhibit D-2	Retire Oil Loading Track	\$ 3,023.82
Compares with original agreement Section 4, Article 1 on page 5		
Exhibit D-3	Construct 1059.9 ft. of side track	\$ 14,144.90
Compares with original agreement Section 4, Article 3 on page 5		
Exhibit D-4	Remodel Stockyards	\$ 751.59
Compares with original agreement Section 4, Article 4 on page 5		
Exhibit D-5	Install Flashing Signal Lights	\$ 8,808.89
Compares with original agreement Section 4, Article 5 on page 6		
Exhibit D-6	Rerouting Telegraph Lines	\$ 5,757.41
Compares with original agreement Section 4, Article 6 on page 6		
Exhibit D-7	Prepare Plans for Highway Crossing	\$ 21,788.21
Compares with original agreement Section 4, Article 7 on page 6		
Miscellaneous	Accounting & etc.	\$ 1,566.34
Total		\$ 58,326.64

This bill appears extremely high to me, especially Exhibit D-7. The portion of this which appears high is the patrolling, flagging and watchmen. There was some repairs made to the tracks due to falling rocks at this time and it may be that some of this is counted in on this time. Any damage I understand should have been paid for by the insurance on the project. I have no records of the payments made for damage by the Insurance Companies so am unable to check this.

Other than this the bills seem to be in order as far as the work was concerned when compared in line with the agreements originally made with the Highway Comm.

John H. Walker
John H. Walker Resident Engineer

UNION PACIFIC RAILROAD COMPANY
Office of Division Engineer
2525 N. Larrabee Avenue
Portland 12, Oregon

January 13, 1956

File: D 315-2-45

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

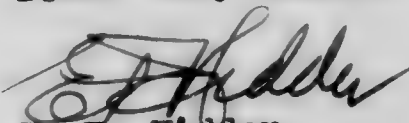
Dear Sir:

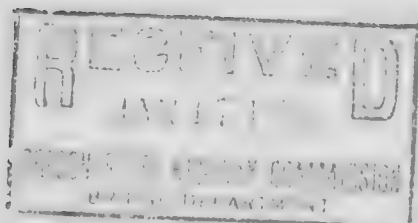
Re Arlington-Heppner Junction Section, Columbia
River Highway.

Attached, in quadruplicate, is Union Pacific
Railroad bill No. 678312 dated January 11, 1956, in the
amount of \$58,326.64, covering expenses incurred by the
Railroad in connection with work on the captioned project,
as provided for in the agreement between the State and
the Railroads, dated March 5, 1953.

Please examine the bill and, if satisfactory,
place in line for payment.

Yours very truly,


E. F. Kiader
Division Engineer



Form 130 A

BILL NO. **678312**

MONTH'S ACCOUNT

DEPT. NO.

DATE MADE **JAN 7 1956**

TO UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR

*Received & checked
Shusselbacher
President. Eng. and
Contract # 3884
M. J. [signature]*

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

OREGON - WA
UNION PACIFIC RAILROAD & NAVIGATION COMPANY
UNION PACIFIC RAILROAD COMPANY - LESSEE

Cost of work performed by Railroad Company as shown in exhibit "D" of Agreement Audit No. 81720 dated Mar 5, 1953, for state of Oregon at Arlington - Heppner Junction Section of Columbia River Highway.

Work Commenced April, 1953
" Completed Nov. 22, 1954

Our Work Order 7408 OW

Exhibit "D" - 1

Construct 2095 ft of oil unloading spur,
H.B. at E.S. 5205 / 17.5

Sept. 1953

PR - 710 - 2 - Water Service Gang 726

Eng. Fuel oil supply - Temporary

Lines at Service Tank Repairs

32 Hr.	2.003		64.10
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Nov. 1954

PR Ex Gang 749

Remove X ties

2 Hrs. Foreman	2.096 hr.	4.19	
2 " PTMO	1.661 "	3.32	
2 " Truck O.	1.745 "	3.49	
60 " Laborers	1.529 "	<u>91.74</u>	102.74

Grading

2 Hrs. Foreman	2.096 Hr.	4.19	
2 " PTMO	1.661 "	3.32	
2 " Truck O.	1.745 "	3.49	
60 " Laborers	1.529	<u>91.74</u>	102.74

Laying & Surfacing

4 Hrs. Foreman	2.096 Hr.	8.38	
4 " PTMO	1.661 "	6.64	
4 " Truck O.	1.745 "	6.98	
120 " Laborers	1.529 "	<u>183.48</u>	205.48
			<u>475.06</u>

3% Vacation allowance	14.25
5 1/2% RR Retirement & Unemployment on 489.31	31.80

Insurance	14.68
3% Workmens Compansation	
1% Public Liability & Property Damage	<u>4.89</u>
	\$540.68

Truck Rental

OW - 85 Chev Stake 121 Miles @ .05 Mile

6.05

Mh

Personal Expenses

Vo. No. 381991 SMW - WS - W Johnson	22.30	
Vo. No. 383083 WS Foreman M.G.Berry	9.80	\$ 32.10

Rental of Equipment F 1253 - Sept. 1953

22 cars in service 555 days		563.88	
555 days @ 1.016 day			
Apportioned:			
Total Hours	4516		
Hrs. this job	264	5.84%	
5.84% of 563.88			32.93

Nov. 1954

4909 - # 2332			
1 set #7 Sw. ties 2661 bm ft	87.05 mbm ft	231.64	
66 7X9X8 Treated Cross ties	3.41 ea.	225.06	
Treating costs		35.42	
376.5 ft. 90# rail SH 11295#	66.60 NT	376.12	
1 SH Ground Show Sw Stand SH		47.00	
1 SH Conn. Rod		254.76	
1 90# 16 1/2" Split Switch SH 2316	11.00 C#	186.00	
1 90# #7 Rigid frog 9.5' SH 1550	12.00 C#	41.05	
22 90# Cont. Joints SH 933	4.40 C#	6.47	
5 90# Frog A Bars SH 147	4.40 C#	89.89	
1 Set Hayes Car Stops		26.37	
2 90# Gd rail 1 hi Lo 792#	66.60 NT	66.00	
165 90# Tie Plates SH 1650	4.00 C#	30.09	
425# 5/8X6 1/2" Track Spikes 425	7.08 C#	5.88	
55# 15/16X45/8" Track Bolts 55	10.69 C#	2.78	
40 1" Spring Washers	69.52 M		
5% Cost of Handling on 1624.53		81.23	\$1705.76

Freight over our own lines

Switch ties

Untreated:

McCall, Idaho to the Dalles 516.7 Miles	
4.2 tons X 516.7 Miles 2170 ton Miles	21.70
2170 ton Miles @ .01 ton Mile	

Treated:

The Dalles to Arlington 54 miles	
4.5 tons X 54 miles 243 ton miles	2.43
243 ton miles @ .01 ton mile	

Cross ties

Untreated:

4.07 tons X 516.7 miles 2103 ton miles	21.03
2103 ton miles @ .01 ton mile	

Treated:

5 tons X 54 miles 270 ton miles	2.70
270 ton miles @ .01 ton mile	

Other track Material

Denver to Arlington 1245 miles	
3 tons X 1245 miles 374 ton miles	3.74
374 ton miles X .01 ton mile	51.60

Me

Personal Expenses

Vo. No. 381991 SMW - WS - W Johnson	22.30	
Vo. No. 383083 WS Foreman M.G. Berry	9.80	\$ 32.10

Rental of Equipment F 1253 - Sept. 1953

22 cars in service 555 days	563.88
555 days @ 1.016 day	

Apportioned:

Total Hours	4516		
Hrs. this job	264	5.84%	32.93
5.84% of 563.88			

Nov. 1954

4909 - # 2332			
1 set #7 Sw. ties 2661 bm ft	87.05 mbm ft	231.64	
66 7X9X3 Treated Cross ties	3.41 ea.	225.06	
Treating costs		35.42	
376.5 ft. 90# rail SH 11295#	66.60 NT	376.12	
1 SH Ground Show Sw Stand SH		47.00	
1 SH Conn. Rod		254.76	
1 90# 16 1/2" Split Switch SH 2316	11.00 C#	186.00	
1 90# #7 Rigid frog 9.5' SH 1550	12.00 C#	41.05	
22 90# Cont. Joints SH 933	4.40 C#	6.47	
5 90# Frog A Bars SH 147	4.40 C#	89.89	
1 Set Hayes Car Stops		26.37	
2 90# Gd rail 1 hi Lo 792#	66.60 NT	66.00	
165 90# Tie Plates SH 1650	4.00 C#	30.09	
425# 5/8X6 1/2" Track Spikes 425	7.08 C#	5.88	
55# 15/16X45/8" Track Bolts 55	10.69 C#	2.78	
40 1" Spring Washers	69.52 M		
5% Cost of Handling on 1624.53		81.23	\$1705.76

Freight over our own lines

Switch ties

Untreated:

McCall, Idaho to the Dalles 516.7 Miles	
4.2 tons X 516.7 Miles 2170 ton Miles	21.70
2170 ton Miles @ .01 ton Mile	

Treated:

The Dalles to Arlington 54 miles	
4.5 tons X 54 miles 243 ton miles	2.43
243 ton miles @ .01 ton mile	

Cross ties

Untreated:

4.07 tons X 516.7 miles 2103 ton miles	21.03
2103 ton miles @ .01 ton mile	

Treated:

5 tons X 54 miles 270 ton miles	2.70
270 ton miles @ .01 ton mile	

Other track Material

Denver to Arlington 1245 miles	
3 tons X 1245 miles 374 ton miles	3.74
374 ton miles X .01 ton mile	51.60

Me

Nov 1953

Stake out unloading track

1	Day Asst Engr	45900 Mo. (20)	22.95
1	"	Instrumentman 37080 Mo. (20)	18.54
2	"	Rodman 32320 mo. (20)	32.32
			<u>73.81</u>

3%	Vacation allowance	2.21
6 1/2%	RR Retirement & Unemployment on 76.02	4.94

	Insurance	2.28
3%	Workmens Compensation	
1%	Public Liability & Property Damage	<u>.76</u>

\$ 84.00

Credit for Material Released:

9.5 ft. SH 90# Rail (Displaced fy frog) 285#	66.60 NT	9.49	9.49
---	----------	------	------

39 Scrap Treated Cross ties (Displaced with Switch ties)	No Value	-
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Personal Expenses

Vo. No.	401589	K. W. Workman	11.35
"	"	401989 C. A. Probasco	10.55
"	"	402395 L. A. Fisher	9.60
"	"	402393 R. J. Fugit	<u>10.35</u>

41.85

Total Exhibit "D" 1

\$2485.48

Ms

Nov 1953

Stake out unloading track

1 Day Asst Engr	45900 Mo. (20)	22.95	
1 " Instrumentman	37080 Mo. (20)	18.54	
2 " Rodman	32320 mo. (20)	32.32	
		<u>73.81</u>	
3% Vacation allowance		2.21	
6 1/2% RR Retirement & Unemployment on			
76.02		4.94	
Insurance			
3% Workmens Compensation		2.28	
1% Public Liability & Property			
Damage		<u>.76</u>	\$ 84.00

Credit for Material Released:

9.5 ft. SH 90# Rail (Displaced fy frog) 285#	66.60 NT	9.49	9.49
---	----------	------	------

39 Scrap Treated Cross ties (Displaced with Switch ties)	No Value	-	
---	----------	---	--

Personal Expenses

Vo. No.	401589	K. W. Workman	11.35	
"	"	401989	C. A. Probasco	10.55
"	"	402395	L. A. Fisher	9.60
"	"	402393	R. J. Fugit	<u>10.35</u>
				41.85

Total Exhibit "D" 1

\$2485.48

Mls

Exhibit "D" 2

PR - Extra Gang 750

Sept. 1953

Retire Oil unloading track

20 Hrs. Foreman	34985 mo.	41.65	
20 " Matl Clerk	30805 "	36.67	
20 " Truck Opr.	1.715 Hr.	34.30	
624 " Laborers	1.499 "	<u>935.38</u>	1048.00

8 Hrs. Foreman	34985 mo.	16.66	
8 " Matl Clerk	30805 "	14.67	
8 " Truck Opr	1.715 Hr.	13.72	
224 " Laborers	1.499 Hr.	<u>335.78</u>	380.83

Aug 1953

PR Ex. Gang 750

Moving Material

16 Hrs. Foreman	34985 Mo. (21)	33.32	
16 " Asst. "	29485 "	28.08	
16 " Matl Clerk	30805 "	29.34	
16 " Truck Opr.	1.715 Hr.	27.44	
480 " Laborers	1.499 "	<u>719.52</u>	837.70
			<u>2266.53</u>

3% Vacation allowance

6 1/2% RR Retirement & Unemployment
on 2334.53

Insurance

3% Workmens Compansation

1% Public liability and
Property Damage

68.00

151.75

70.04

23.35 \$2579.67

Rental of Equipment:

Extra Gang 750

Aug. 1953

31 cars in service 698 days
698 days @ 1.016 per day

709.17

Apportioned:

Total Hours 5358

Hours this job 544 10.15%
10.15% of 709.17

71.98

Sept 1953

23 cars in service 690 days
690 days @ 1.016 per day

701.04

Apportioned:

Total Hours worked 4096

Hours this job 932

22.75% of 701.04

22.75%

159.49

231.47

ML

Trucks:

Aug. 1953	OW - 71 Stude 1½ ton	60 miles	
Sept 1953	" "	120 "	
OW 71	" "	180 "	@ .05 mile
			\$ 9.00

Aug 1953

Other Gangs - M W 13

Transfer Material

16 Hrs. Operator	1.919 hr.		30.70
1 " "	2.88 "	OT	1.44
16 " "	1.919 "		30.70
3 " "	2.88 "	OT	8.64
			<u>71.48</u>

3% Vacation allowance on 61.40

6% RR Retirement &

Unemp. on 73.32

4% Insurance

4.77
2.93

81.02

Rental of Crane MW - 13

4 days @ 6.19 day

24.76

Sept 1953

Vo. No. 364185 - James D. Hardford

Haul men & Material

97.90

Total Exhibit "D" 2

\$3023.82

7ml

Exhibit "D" 3

Construct 1059.9 ft. side track No. 3
March 1954

PR Ex. G. 750

Construct track No. 3

19 Hrs.	Foreman	354.93 mo. (23)	36.65	
24 "	Matl Clerk	313.13 mo. (23)	40.84	
24 "	Truck Opr.	1.745 Hr.	41.88	
35 "	PTMO	1.661 "	58.14	
378 "	Laborers	1.529 "	<u>577.96</u>	755.47

Construct 10599 ft side track No. 3.
June 1954

PR Ex Gang 749

Remove Rock from Grade for new Track

7 Hrs.	Foreman	354.93 mo. (22)	14.12	
8 "	Matl Clerk	313.13 Hr.	14.23	
8 "	Truck Opr.	1.745 "	13.96	
15 "	PTMO	1.661 "	24.92	
186 "	Laborers	1.529 "	<u>284.39</u>	351.62

Distribute ties & Material

8 Hrs.	Foreman	354.93 mo.	16.13	
8 "	Matl. Clerk	313.13 mo.	14.23	
8 "	Truck Driver	1.745 Hr.	13.96	
24 "	PTMO	1.661 "	39.86	
216 "	Laborers	1.529 "	<u>330.26</u>	414.44

Lay steel New track No. 3

15 Hrs.	Foreman	354.93 mo.	30.25	
16 "	Matl. Clerk	313.13 Hr.	28.47	
16 "	Truck Dr.	1.745 "	27.92	
47 "	PTMO	1.661 "	78.07	
434 "	Laborers	1.529 "	<u>663.59</u>	828.30

July 1954

PR - Ex. Gang No. 749

Unload Ballast

8 Hrs.	Foreman	354.93 Mo.	16.90	
8 "	Matl. Clerk	313.13 Mo.	14.91	
8 "	Tuck Opr.	1.745 Hr.	13.96	
16 "	PTMO	1.661 "	26.59	
168 "	Laborers	1.529 "	<u>256.87</u>	
4 "	"	2.295 " OT	9.18	338.41

Line & Surface

8 Hrs.	Foreman	354.93 mo.	16.90	
8 "	Matl Clerk	313.13 "	14.91	
8 "	Truck Opr.	1.745 Hr.	13.96	
24 "	PTMO	1.661 "	39.86	
176 "	Laborers	1.529 "	<u>269.10</u>	354.73
				<u>3042.97</u>

Me

3% Vacation allowance on 303379
6 1/2% RR Retirement & Unemployment
on 313398

91.01

203.71

Insurance:
3% Workmens Compensation
1% Public Liability & Property
Damage

94.02

31.34 \$3463.05

Rental of Equipment
Boarding outfits F 1253
Extra Gang 749
June 1954

17 cars in service 510 days
510 days @ 1.016 day 518.16

Apportioned:
Hours this job 1016 15.20%
Total Hours 6686
15.20% of 518.16

78.76

July 1954
16 cars in service 159 days
159 days @ 1.016 day 161.54

Apportioned
Hours this job 436 8.54%
Total Hours 5103
8.54% of 161.54

13.80

92.56

Truck Miles
June 1954 1 1/2 ton Chev. Stake OW 85 120
July 1954 " " 120
Mar. 1954 Stude Stake 1 1/2 ton OW 71 120
360

.05

18.00

Mar. 1954
Ex. Gang 750
22 cars in service 682 days
682 days @ 1.016 day 692.91

Apportioned:
Total Hours worked 5334
Hours this job 483 9.05%
9.05% of 692.91

62.71

Constract side track No. 3
June 1954

4909 # 1859			
1 set #10 Treated Sw ties 4221 bd ft	88.40	M bd ft	373.14
392 Treated Cross ties	3.41	ea	1336.72
Treating Costs			135.08
26 90# Cont. Jts 42.4 1102#	5.91	C#	65.13
4 100 - 90 Comp Jts	11.77	pr.	47.08
118 90# tie plates 1180#	5.07	C#	59.83
2050 lbs 5/8X6 1/2 Track spikes	6.88	C#	141.04
220 lbs. 15/16X45/8 Track bolts	10.41	C#	22.90
167 lbs. 1 1/16X5 1/2 " "	10.41	C#	17.38

86.1bs	1 1/8 Spring washers		84.01 M	6.72
4	100# Frog Angle Bars	144 #	5.75 C#	8.28
36	" Cont. Joints SH	1768#	4.40 C#	77.79
26	90# " " SH	1102#	4.40 C#	48.49
298	100# tie Plates SH	3338#	4.00 C#	133.52
406	90# " " SH	4060#	4.00	162.40
144	1" Spring Washers		56.48 M	9.57
2	100# Guard Rails 1 hi 1 Lo		66.60 NT	27.87
	SH 837#		12.00 C#	204.60
1	100# Regid Frog 11' SH	1705#	11.00 C#	257.73
1	100# Split Switch 16 1/2 SH	2343#		
1	Conn. Rod 6-0 3/4 SH			47.00
1	High Star Sw Stand SH		66.60 NT	1224.57
1225.8 ft	90# rail SH	36774#	66.60 NT	734.17
651.7 ft	101.4 rail SH	22047#	66.60 "	6.79
6.8 ft	90# " SH	204#		
April 1954	4909# 1638		88.16 M B ft.	269.86
1 set	#10 Sw. ties	3061 b ft.	3.41 ea	85.25
25	Treated Cross ties			26.77
	Treating costs		10.39 C#	10.39
100#	1 1/16X5 1/2 track bolts		6.88 C#	27.52
400#	5/8X6 1/2 track spikes			62.46
1	Sw stand Hi Star ea.		5.83 ea	5.83
1	Conn rod 6-0 3/4		84.01 M	4.20
50	1' 18" Spring washers			
1	100# split Sw. Comp 16 1/2		11.00 C#	257.73
	SH 2343#		12.00 C#	204.60
1	100# Regid frog 11' SH	1705#		205.85
2	100# P M gd. rails Hi & Lo		4.00 C#	24.20
54	100# tie plates SH	605#	4.40 C#	8.62
4	" Cont. joints SH	196	4.40 C#	2.86
2	" Angle bars SH	65	66.60 NT	166.17
147.5	101.49# rail SH	4990#		6510.11
				325.51
				\$6835.62

5% Cost of Handling

Freight over our own lines

Ties:

Switch ties -

Untreated:

McCall, Ida to the Dalles 516.7 Miles
 11.5 tons X 516.7 miles = 5942 ton miles
 5942 ton miles @ .01 ton mile

59.42

Treated

The Dalles to Arlington 54 miles
 54 miles X 13.22 tons 714 ton miles
 714 ton miles @ .01 ton mile

7.14

ML

Other track Material

Denver to Arlington 1245 miles

2.5 ton X 1245 miles 3113 ton miles

3113 ton miles @ .01 ton mile

31.13

\$ 97.69

Cross ties

Untreated

30.2 tons X 516.7 miles 15604 ton miles

15604 ton miles @ .01 ton mile

156.04

Treated

31.6 tons X 54 miles 1706 ton miles

1706 ton miles @ .01 ton mile

17.06

173.10

Aug 1953

TE 705 - Work train Service

Unload Material and Ballast

Trainmen

435.52

Enginemen

280.23

715.75

3% Vacation allowance

21.47

6 1/2% RR Ret. & Unemp. on 737.22

47.92

Insurance

3% Workmens Compensation

22.12

1% Pub Lia. & Prop. Damage

7.37

814.63

Rental of Locomotive

In service 6 3/4 days at 79.409 day

536.01

9 cars Umatilla Gravel @ 45.3035 car

407.73

Freight:

Umatilla to Arlington 45.9 miles

618 1/4 tons X 45.9 miles = 28378 ton miles

28378 ton miles @ .01 ton mile

283.78

July 1954

TE # 676

Work Train Service

Unload Ballast

Trainmen

54.46

Enginemen

28.83

83.29

3% Vacation allowance

2.50

6 1/2% RR Retirement &

Unemployment on 85.79

5.58

Insurance

3% Workmens Comp.

2.57

1% Pub. Lia & Prop. Damage

.86

94.80

Rental of Locomotive

In service 5 Hrs. @ 79.409 day

49.63

9 cars gravel - Barhart car

65.70

591.30

YMS

Freight:

Barnhart to Arlington 70.6 miles
70.6 miles X 556.875 tons = 39315 ton miles

\$ 393.15

39315 ton miles @ .01 ton mile
Vo. No. 464754 Personal Expenses

1.20

Teleg. Clerk WTS E. F. Heigl
Material Released - Credits

118 Scrap Cross ties	No value		
22 LL 101.49 rail SH 744#	66.60 NT	24.78	
1 Scrap Head block 8X12X15	No value		
39 " Sw. ties 7X9, 2100 FBM	"		
324 " Cross ties, 7X9X8	"		
1297 " LF 60# Rail 25940	40.00 NT	518.80	
86 " Pcs 60# Angle Bars 1376	1.50 C#	20.64	
1 " " Hayes Derail 131	1.50 C#	1.97	
2000# " Miscel track scrap	1.50 C#	30.00	
228 SH L ft. #2 Rail 101.49 7713	66.60 NT	256.84	
1 SH 100# Rigid Frog R H 11' 1705	12.00 C#	204.60	
1 SH " Split Sw Comp 16 1/2" 2316	11.00 C#	254.76	
2 SH P&M Grd Rails, H1 1 Lo. 737	66.60 NT	24.54	
6 SH 100# Angle Bars - Frog 195	4.40 C#	8.58	
4 SH " Cont joint Bars 196	4.40 C#	8.62	
2 SH pr 100/60 Compr joints 200	4.40 C#	8.80	
105 SH 100# tie plates 998	4.00 C#	39.92	
24 Scrap 1 1/8" Spg washers 4	1.50 C#	.06	
50# " 1 1/6" X 5 1/2 track Bolts 50	1.50 C#	.75	
27# " 5/8 X 6 1/2 " Spikes 271	1.50 C#	4.07	
1 SH HD-HS Sw stand 190	1.50 C#	2.85	
1 SH Conn Rod 6" O 3/4" 40	1.50 C#	.60	\$1411.18

PR - B&B 711

Aug. 1953

Plank over 3 Switches

16 Hrs	2.1419	34.27	
16 "	1.907	30.51	
16 "	1.847	29.55	
108 "	1.799	194.29	
16 "	1.655	26.48	315.10

Oct. 1953 Plank over Main line

8 hrs.	2.0739	16.59	
8 "	1.937	15.50	
8 "	1.877	15.02	
56 "	1.829	102.42	149.53

PR - 711 - 2 B&B - Gang 705

April 1954

Haul Material

4 hrs.	2.0735	8.30	
8 "	1.889	15.11	
8 "	1.829	14.63	

Mc

Make filler & Place Planking

32 Hrs.	2.0735	66.35	
32 "	1.889	60.45	
64 "	1.877	120.13	
96 "	1.829	175.58	
64 "	1.685	107.84	568.39
			1033.02

3% Vacation allowance		30.99	
6% RR Retirement and Unemployment on 1064.01		69.16	
Insurance		31.92	
3% Workmens Compansation			
1% Public Liability & Property Damage		10.64	\$1175.73

Rental of Equipment

Boarding outfits

Aug. 1953 - Gang 711

10 cars in service 160 days		
160 days @ 1.016 day	162.56	

Apportioned

Total Hours 520

hrs. this job 172	33.07	53.75
-------------------	-------	-------

33.07% of 16256

Nov. 1953 Gang 711

11 cars in service 330 days		
330 days @ 1.016 day	335.28	

Apportioned:

Total Hours	1475	
Hours this job	80	5.43%

5.43% of 335.28

18.21

Apr. 1954 - Gang 705

11 cars in service 330 days		
330 days @ 1.016 day	335.28	

Apportioned:

Total hours	1624	
Hrs. this job	308	18.96%

63.56

\$ 135.52

Truck Rental

April 1954

PR 711

Stude 1 1/2 TOW - 27 128 miles @ .05 mi.

6.40

Aug 1953 - Gang 705

Chev. Stake 1 1/2 ton OW 67120 miles @ .05 mile

6.00

Mls

Plank over 3 Switches			
502-1 Aug 1953 # 1441	1.30 ea	18.20	
14 2"x8"x16 Rgh SH	1.20 ea	9.60	
8 1"x8"x16 S4S SH	.09 lb	18.00	
200# 1"x12" Boat spikes	.06 lb	1.50	
25# 20 D Com. Nails			
502-1 Oct 1953 #1833	1.73 ea	20.76	
12 2x8x16 Rgh Sub S4S	1.61 ea	17.71	
11 1"x6x16 S4S	.08 lb	2.00	
25# 60 D Com Nails			
502-1 April 1954 # 2716			
Plank Crossing - Condon Branch	.80 ea	13.60	
17 1"x8"x16" S4S	1.62 ea	38.88	
24 2"x8"x16" "	.34 ea	10.20	
30 1"x8" Ship Lap	.08 lb	1.60	
20# 20 D com Nails	.08 lb	.40	
5# 8 D " "	.09 lb	18.00	
200# 1"x12" Boat spikes	.09 lb	1.35	
15# 5/8 cut washers	3.87 ea	119.97	
31 4"x10"x16 Rgh		291.77	
		14.59	\$ 306.36
5% Cost of Handling			
Freight over our own lines			
Lumber Centrallia, Wn. to Arlington 229 miles			
4.5 tons X 229 miles = 1031 ton miles		10.31	
10.31 ton miles @ .01 ton mile			
Seattle Wn to Arlington 321 miles			
.25 tons X 321 miles 80 ton Miles		.80	11.11
80 ton miles @ .01			
Total Exhibit "D" 3			\$14144.90

Exhibit "D" 4

Remodel Stock Yards

PR - 711 - 1 - Gang 711

Feb. 1954

Unload Matl for Stock Yards

4 hrs.	2.4008 hr.	9.61	
4 "	1.937 "	7.75	
8 "	1.877 "	15.02	
12 "	1.829 "	21.95	
4 "	1.685 "	6.74	61.07

Cut Back Stock Yards

20 hrs.	2.4008 hr.	48.02	
20 "	1.937 "	38.74	
56 "	1.877 "	105.11	
92 "	1.829 "	168.27	
20 "	1.685 "	33.70	393.84
			454.91

3% Vacation allowance

13.65

6 1/2% RR Retirement & Unemployment
on 468.56

30.46

4% Insurance

18.74

\$ 517.76

Rental of Equipment:

Boarding outfit B&B Gang 711

Feb. 1954

12 cars 28 days ea 336 days

336 days @ 1.016 day

341.38

Apportioned

Total Hours

1360

Hours this job

240

17.65%

17.65% of 341.38

60.25

60.25

Rental of Truck

OW - 28 Stude 1 1/2 ton 90 miles @ .05 mile

4.50

Cut Back Stock Yards

502-1 # 2397 Feb 1954

5 SH Stock Yard posts 16' CL ft 33.63 26.90

35 " " " " 10' " " 117.71

5 " " " " 5' " " 8.41

50# 16 D Common Nails 1b .09 4.50

50# 8" wire spikes 1b .07 3.50

161.02

5% Cost of Handling

8.06

169.08

Total Exhibit "D" 4

751.59

7ml

Exhibit "D" 5

Install Flashing Light Signals -
Signal Gang 779

November 1953

8 Hrs.	Foreman	447.07 Mo.	17.88	
8 "	Asst "	313.13 "	15.66	
80 "	Signalman	2.033 Hr.	162.64	
8 "	Asst "	1.913 "	15.30	
48 "	" "	1.769 "	84.91	
40 "	" "	1.745 "	69.80	
136	Signal Helpers	1.721 "	234.06	600.25

April 1954

Signal Gang 781

Wire Xing signal cases

8 Hrs.	Signal Foreman	447.07 Mo.	17.20	
88 "	Signalman	2.033 hr.	178.90	
16 "	Asst. "	1.793 "	28.69	
48 "	" "	1.887 "	90.58	
8 "	Signal Helpers	1.721 "	13.77	329.14

Signal Gang 785

Install Flashing light highway signals

40 Hrs.	Signal Foreman	447.07 Mo.	85.98	
160 "	Signalmen	2.033 Hr.	325.28	
56 "	Asst "	1.913 "	107.13	
24 "	" "	1.841 "	44.18	
40 "	" "	1.745 "	69.80	
80 "	Signal Helpers	1.721 "	137.68	770.05

PR - 701 - 2 Supt.

1 day Asst. Signal Engr 660.00 Mo. (30) 22.00

3 " Genl Signal Foreman 496.69 Mo. " 49.67

2 " Signal Clerk 329.93 Mo. (22) 29.99 101.66

PR - 41 - 2 Genl. Engr.

Draftman, etc. 16.84

May 1954 - Signal Gang 785

Install & Paint Flasher light Signals

80 Hrs.	Signal Foreman	447.07 Mo.	171.95	
148 "	Signalmen	2.033 Hr.	300.88	
2 "	" "	3.049 "	6.10	OT
64 "	Asst. "	1.913 "	122.43	
8 "	" "	1.841 "	14.73	
40 "	" "	1.769 "	70.76	
64 "	Signal Helpers	1.721 "	110.14	796.99
8 "	Foreman	447.07 Mo.	17.19	
16 "	Signalmen	2.033 Hr.	32.53	
8 "	Asst. "	1.913 "	15.30	
8 "	Signal Helpers	1.721 "	13.77	78.79

7/16

PR 701 - 1 Suptnce.

4 day Asst. Sig. Engr.	660.00	Mo. (31)	85.16	
8 days Genl Sig. Foreman	496.69	" "	128.16	
2 " Signal Clerk	329.93	" (20)	<u>32.99</u>	246.31

2940.03

3% Vacation allowance on 2940.03 88.20
6 1/2% RR Retirement & Unemployment on 3028.23 196.83

Insurance:

3% Workmens Compansation 90.85

1% Public Liability & Property Damage

30.28 \$ 3346.19

Vo. No. 440104 Pers. Exps.

Asst. Signal Engr.

7.60

Form 1253 - Report of Rolling Stock Equipment
Rental of Boarding Outfits

Nov. 1953 - Signal Gang 779

14 cars @ 30 days ea 420 days

420 days @ 1.016 per day

426.72

Apportioned:

Total Hours worked 5136

Hours this job 328 6.39%

6.39 % of 426.72

27.27

April 1954

Signal Gang 781

7 cars @ 30 days ea 210 days

210 days @ 1.016 per day

213.36

Apportioned:

Total Hours worked 1466

Hours this job 168 11.45%

11.45 % of 213.36

24.43

April 1954

Signal Gang 785

14 cars @ 30 days ea 420 days

420 days @ 1.016 days

426.72

Apportioned:

Total Hours worked 2336

Hours this job 400 17.12%

17.12 % of 426.72

73.05

May 1954

Signal Gang 785

11 cars @ 31 days ea 341 days

341 days @ 1.016 day

346.46

Apportioned:

Total Hours worked 2332

Hours this job 486 20.84%

20.84 % of 346.46

72.20

Automotive Equipment

Trucks:

OW - 55 Stude. 2 ton stake Nov. 1953

40 miles

UP - 42 Chev. Stake Apr. 1954

140 "

OSL 17 Stude. Stake May 1954

360 "

540 "

540 miles @ .05 mile

27.00

223.95

TE # 407 - May 1954
 Work train Service
 Unload Signal Material

Trainmen	6.01
Enginemen	4.44
	<u>10.45</u>
3% Vacation allowance	.31
6 1/2% RR Ret. & Unemp.	
on 10.76	.70
Insurance	
3% Workmens Comp.	.32
1% Pub. Liab. &	
Prop. Damage	<u>.11</u>

\$ 11.89

Rental of Equipment

Eng. 1043 in Service 1 Hr.

9.95

1 Hr. @ 79.409 day

Vo. No. 464731 Personal Expenses

.18

Teleg. Clerk E. F. Hiigel

Xing Signals

April 1954

502 - 1 # 2649

1 Style "S" welded sheet steel instru-			
ment case - 6' 9", Pce 262538 with			
one outlet on right hand end &			
one cover plate on left hand end			
(not factory wired) US&S			328.29
1 53 ohm resistor pce 156686 - US&S D			2.15
224 Black fibre tag, pce No. 186085 US&S ea D .006			1.34
10 Red fibre tag. Pce No. 264318 " D .006			.06
54 Black fibre tag Pce No. 276133 " D .008			.43
36 " " " " No. 186583 " D .006			.22
1 Adjustable resistance unit 0.9 ohm			
for primary track battery No. 7321			
Pl. K - 302Ref. 1 - WRRS D			1.56
2 Branch No. 0027A lightning arrester			
complete with rare gas Cartridge,			
Green label - WRPS Co. D ea 1.67			3.34
4 Testing switch, No. 250 - 101 - WRRS D ea 1.16			4.64
758 ft Single Conductor wire No. 16 AWG,			
(19 strands) 3/64" wall T. C. Green			
insulation - Kerite Co. D ft .03			22.74
75 Single Conductor wire No. 9 AWG			
(19 strands) 3/64" wall Derite insulation			
with one tape and one braid -			
Kerite Co. D ft .06			4.50
2020 ft Single Conductor No. 6			
AWG Trenchlay wire ft .14			282.80
270 ft. 5 Condr. No. 6 underground			
Cable solid 3/32" wall, 2 topes			
and 2 jutes ft .71			191.70

770

80 ft. 5 Conductor No. 6 AWG solid bronze topped cable, 3/32" wall, Kerite insulation plain covered over-all with 2 K-20 tapes, Jute bedding, one Mil bronze tape & 2 layers saturated jute under-ground finish	ft	.73	58.40
428 Single Conductor wire, No. 14 AWG (19 strands) 3/64" wall Kerite insulation, one tape and one braid = the Kerite Co.	D ft	.04	17.12
1/2 5"X10' transite Conduct without couplings 5Ft.	D ft	.65	3.25
4 CS 61 brass signal padlock with 13" chain, Corbin Cabinet Lock Company	D ea	1.78	7.12
220 Sta - Kon Solderless terminal No. Sig. 14B	D ea	.01	2.20
1 1/2"X12"X83" transite board	D ea		4.74
1/2 Gr. 1/4" No. 8, Parker - Kalon, zinc plated, RH, sheet metal screws	Gr.	.50	.25
175 Sta-Kon solderless terminal No. Sig. 14B - 3	ea	.03	5.25
1/6 Gro. 1 1/4" No. 12, blued, RH, wood screws	Gro	1.28	.21
1/3 1" No. 12, blued round head wood screws	Gro	1.11	.37
2 Gro. 3/8" No. 4 round head cadmium or zinc plated, wood screw	Gro	.80	1.60
1/2 1/4" No. 4 RH cadmium or zinc plated, type Z Parker-Kalon sheet metal screw	Gro	.39	.20
28 Block fibre tag US&S pce No. 278651	ea	.008	.22
8 27A lightning arrester No. 0027A complete with rare gas cartridge Orange label, WPRS Co.	ea	1.99	15.92
38 Block fibre tag US&S pce No. 196669	ea	.009	.34
1/2 Gr. 1 1/4" No. 12, round head blued steel wood screws	Gro	1.20	.60
5 Terminal strip type 2506 K-40 8 Ref 1, Pce WRRS Co.	ea	1.66	8.30
3 Terminal strip, type 2508 P1 K - 409, Ref1, Pce 2508 - 112 WRRS 502-1 No. 2674	ea	1.66	4.98
1 KB time element, Motor operated, GRS Ref 57262 - 164 GR 3, time range, 4 sec to 64 sec 400 ohms, to operate on 10 volts DC 502 - 1 2716	D ea		129.39
2 2ft cost iron pier for sheet steel instrument cas D wg C - 16752	D ea	17.58	35.16

2 DN 19 225 ohm relay, 4f & 4b Contacts - US&S SH	ea	48.00	96.00
1 DN - 11 P power transfer relay 75 -75 ohm, 4f & 4b Contacts US&S pce 220131	D ea	73.05	73.05
2 Special blooper transformer (Omaha Signal Shop) SH	ea	23.78	47.56
8 B-4-H 80 AH nickel steel battery in bottomless trays, in 8 cell cases	ea	16.39	131.12
	SH ea	12.29	24.58
2 Edison RSA 500 AH primary cell Type S-502 complete with rectangular heat resisting glass jar	ea	5.55	16.65
	ea	7.88	78.80
10 2 Special bootleg with one ohm variable resistor - WRRS Co. No. 1157 RUPRR Dwg A - 4519	ea	9.75	19.50
4205 - 1 No. 1630 Apr. 1954			
2 6 Pt r ohm relays 6f & 6B Pce 186770	ea	86.33	172.66
502 -1 - # 2843			
2 7 foot cantilever flashing light signal complete per fig B, UPRR Dwg, C-3766, Rev. 3-6-53 without track sign	D ea	696.50	1393.00
2 2foot cast iron pier for sheet steel instrument case US&S Dwg C - 16752, sheet 4 Pce No. 273989	ea	19.22	38.44
2 Cell concrete battery box Comp. UPRR Dwg B - 4400	SH ea	42.75	85.50
1 DN 12 4 ohm relay with 6f & 6B Contacts US&S Pce No. 186770	ea		94.63
1 FN -16A 500 ohm flasher relay with 4N & 4R Contacts US&S Pce 265738	cost		96.78
1 KBtime element relay motor operated, GRS Ref. 57262 - 164 Gr. 3, time range 4 sec to 64 sec to operate on 10 volt DC	D cost		145.22
2 Edison Magnetic relay assembly No. 35822 D 4.4 Ma - T.A. Edison Co.	ea	13.99	27.98
1 RTA - 104 Automatic track rectifier, US&S pce No. 215412	SH ea	42.00	42.00
1 RX - 11 line rectifier, US&S Pce No. 218485	cost		40.40
1 w-20 transformer with 2 secondaries, US&S pce No. 176458	ea		64.52

1 DN - 12, 670 ohm relay with 4F and 2B low voltage and 2B heavy duty contacts, US&S Pce 230935	D	cost	64.45
1 DNL - 47E two rate charge control relay USS pce 293451 for 10 volt Edison battery (7-8 cells)	D	cost	108.26
2 DN - 12 4 ohm relay with 4f & 4b contacts, US&S Pce 152995	D	ea 60.06	120.12
1 DN - 12, 670 ohm relay with 4f and 2B contacts US&S pce 157760	D	ea 60.06	60.06
1 DN - 12 4 ohm relay with 6f and 6b contacts, USS pce 186770	D	ea 94.63	94.63
502 - 1 2798 May 1954			
1 Gal zinc chromate primer paint		gal 1.47	1.47
2 Gal Aluminuni paint, CS 22 No. 26		gal 2.14	4.28
1 Type 1182-22 X bootleg WRRS		ea 16.99	16.99
20 Parkway bootleg, WRRS Co. No. 1186-32		ea 3.24	64.80
40 Type C - 8 - 2-" long stub end track Connector - Acme Rail Bond Engr. Co.	D	ea .47	18.80
11 46" Keystone bonds, tapered head 2 Cond. Copperweld rail, butt welded, No. 14-B -12 BT		ea .66	7.26
65 Acme type BB-1 bond (single strand) rail head signal - 30 deg crimp		ea .30	19.50
10 100 lb 4 hole insulated joint		ea 24.26	242.60
2 Relay DN - 12 670 ohm 4f & 4b contacts, pce. 157760, US&S	D	ea 54.48	108.96
1 Relay, DN - 12, 4 ohm 6f & 6B Contacts, Pce 186770, US&S	D	ea 86.45	86.45
May 1954			
502-1 #2758			
Construct pole line to instrument Case for highway signal Crossing			
9 5/8" X 18" double arming bolt, Hubbard No. 9862	D	ea .42	3.78
4 Hubbard wire holder No. Grabar Elect.	D	ea .29	1.16
12 Galv. iron Crossarm brace hubbard No. 8028		ea .13	1.56
8 Steel crossarm pin 1/2" Hubbard No. 71 with 3 prong washer No. 5039	D	ea .64	5.12
6 Dead end Clevis Hubbard No. 1340 with No. 1609 Insulator	SH	ea .58	3.48

2 Breakarm brackets single	ea	1.42	2.84
1 5/8 X6'0" copperweld ground rod			
J - 8392 with ground wire clamp	D ea	1.62	1.62
J - 8336 - Westing house			
6 4 pin, 6 foot Crossarm, UPRR			
Dwg A-318 Douglas fir EEJ			
spec. TD 90, 4# Renta	D ea	1.79	10.74
Treatment			
6 Galvanized heel bolt Hubbard	D ea	.06	.36
No. 9754			
6 5/8"X16" galvanized thru bolt	D ea	.23	1.38
Hubbard #9816			
12 Galvanized toe bolts Hubbard	D ea	.03	.36
No. 9742 1/2			
8 Side groove glass insulator	D ea	.10	.80
Hemingrar No. 19			
2 Porcelain strain insulator	D ea	.23	.46
No. 502			
1 Angle thimble eye, Hubbard	D ea	.35	.35
No. 1100			
1 Chance 8s guy anchor with			
5/8"X6'0" galvanized rod with	D ea	2.03	2.03
thimble eye			
2 Breakarm bracket, Model R- 5016			
WRRS Co. Pl S-11 Ref 1	D ea	2.02	4.04
(Double Xarm)			
1/2 Mi. No. 10 AWG solid, 40%			
conductivity copper weld,			
Haberlene weather proof	D lb	.57	52.44
line wire 184#M1			
8 No. 10 AWG solid soft drawn			
copper tie wire, Habirlene	D ea	.05	.40
weather proof 24 inch long	D ea	.12	1.20
10 Pole step, Hubbard #7123	D ea		11.75
1 30 ft line pole			
2 Straight thimble eye,	ea	.62	1.24
Hubbard No. 7519			
3 Enameled bridle ring, style	ea	.13	.39
C 1 1/2"			
3 Galv. 2-bolt clamp Hubbard	D ea	.27	.81
No. 7448			
Dec. 1954 485 #1031	D ea	23.78	47.56
2 DN - 12 relays			117.14
5% Cost of Handling		2342.96	
Direct shipments		2659.32	
		5002.28	117.14
			\$5119.42
Freight over our own lines			
Omaha to Arlington	1646 Miles		
4.164 tons X 1646 Miles	6854 ton miles		68.54
6854 ton miles @ .01 ton mile			
Concrete Bases			
Kansas City to Arlington	1686 Miles		
1200 lbs X 1686 Miles = 1012 ton miles			10.12
1012 ton Miles @ .01 ton mile			

ML

Pole

Centralia Wn. to Arlington 229 miles
881# X 229 miles 1008 ton miles
1008 ton miles X .01 ton mile

1.01 \$ 79.67

Special Discount on Quantity
Purchases US&S Material
1275.22 @ 4.99%

63.63

Material Released

20 Jt Bars 100#

720#

5.74 C#

41.33

Vo. No. 449421 - May 1954

115.00

Ready Mix Concrete - 5 yds 23.00 yd

\$8808.89

Exhibit "D" 5

Exhibit "D" 6

PR - Teleg Dept. Outfit 0.17

May 1953

Rerouting line account

Highway blasting

12 days Foreman

48 Hrs. Leadworkmen

6 " "

446.13 Mo. (31)

2.021 Hr.

2.897 " OT

172.70

97.01

17.38

Lineman

8 pole work

16 Crossarm work

4 Anchor

60 Wire Work

32 Testing & Connecting

4 Dead Ends Made

8 Traveling outfit

1.931

254.89

132 Hrs. @

Groundmen

24 Pole Work

8 Anchor work

96 Wirework

24 Trench work

24 Pipe Layed

32 Salvage Matl & Cl R/W

24 Servicing outfit

8 Shipping Matl by truck

8 Traveling - Outfit

1.691

419.37

248 Hrs. @

Groundmen

8 shipping Matl by truck 2.537 OT

20.29

June 1954 - Outfit 015

Move Pole Line

5 days Foreman

24 Hrs. Lead Workman

3 " " "

470.00 Mo. (30)

2.051 Hr.

3.032 " OT

78.33

49.22

9.10

Lineman

15 Hrs Dist. Matl

91 " Wire Strung

4 " Brackets Installed

110 " @

1.961 hr.

215.71

Groundmen

15 Hrs. Dist Matl

8 " Xarns attached

80 " Wire Strung

4 " Brackets Installed

8 " Servicing Outfits

115 " @

1.721 hr.

197.92

76

June 1954 - Outfit 015
Transferring Telephone & Telegraph

Facilities			
8 Hrs. Lead Workman	2.051 Hr.		16.41
1 " " "	3.032 " OT		3.03

Linemen:

8 Hrs. Poles Removed		
8 " Crossarms "		
16 " Wire "		
16 " Pipe "		
24 " Outfit Traveling time		141.19
72 " @	1.961 Hr.	

Groundmen:

8 Hrs. Poles removed		
16 " Wire work		
8 " Pipe Removed		
8 " Supplying outfits		
32 " Outfit Traveling time		123.91
72 " @	1.721 hr.	
	Regular time	1766.66
	Overtime	49.80
		53.00

3% vacation allowance on 1766.66
6.2% RR Retirement & Unemployment
on 1869.46

Insurance
3% Workmens Compensation
1% Public Liability &
Property Damage

121.51
56.08
18.69
<u>\$2065.74</u>

Personal Expenses

June 1954
Vo. No. 462418 Foreman Robinson

17.60

Rental of Equipment
Boarding outfits -

May 1953
11 cars in service 341 days @ 1.016 day 346.46

Apportioned:		
Total Hours	1416	
Hours this job	<u>456</u>	32.2%
32.2% of 346.46		111.56

June 1954
11 cars in Service 330 days
330 days @ 1.016 day 335.28

Apportioned:		
Total Hours	1233	
This job	<u>410</u>	33.25%
33.25% of 335.28		111.48

Trucks

Dodge - PW # 69
May 1953
June 1954

60 miles
72 "
<u>132</u> " @ .05

6.60	229.64
------	--------

711

Form 502 - 1 June 1954

15 Xarm 10' 10 pin
30 Bolts, Carg. 4"
9 Brackets, Paint # 9273
168 Insulators # 42
32 Washers sq # 7811
15 Bolts, X - arm 14# SA
15# Wire tie, copper #9
18 Bushing wood
50 Sleeve, Nico 1-114 D
28 Sleeve, Nico R 1- 114 D

2.08 ea	31.20
.04 ea	1.20
3.00 ea	27.00
.13 ea	21.84
.05 ea	1.60
.26 ea	3.90
.39 lb	5.85
.03 ea	.54
.05 ea	2.50
.06 ea	1.68
	<u>97.31</u>
	4.87

\$ 102.18

5% Cost of Handling

Freight over our own lines
Omaha to Arlington 1646 miles
.376 tons X 1646 miles 619 ton miles
619 ton miles @ .01 ton mile

6.19

May 1953
502 - 1 Matl from teleg stock
Rerouting line account State blasting

1690# Wire, line copper #8
300 ft Conduct, 3"
300 " " 2"
40 Broce Crossarm 28"
20 Crossarm 10'
200 Insulator #42
4000 ft Wire Tw. Pr. #14
4 Anchor Everstick # 834
4 Guy Rod 6'
200 Messenger-10M Galv.
36 Bolts Carg. 4"
18 Screws, Lag. 1/2x4"
20# Wire tie #8 Copper
20 Sleeves, Nico 1- 165J
8 Clamps, 3 bolt Med.

SH	.16 lb	270.40
"	.25 ft	75.00
"	.20 ft	60.00
"	.11 ea	4.40
"	1.40 ea	28.00
"	.07 ea	14.00
"	.02 ft	80.00
"	1.25 ea	5.00
"	1.20 ea	4.80
"	.02 ft	4.00
"	.03 ea	1.08
"	.04 ea	.72
New	.36	7.20
"	.14 ea	2.80
SH	.21 ea	1.68
		<u>559.08</u>
		27.95

587.03

5% cost of handling

Material Released:

800# Wire, Copper #9
400# Wire Iron #8
45 Crossarms 10'
300 Insulators #42
80 Braces, Crossarm 28"
10 Poles, 20'
5 " 25'

SH	.16 lb	128.00
Junk	No value	-
"	" "	-
SH	.07 ea	21.00
"	.11 ea	8.80
Junk	No Value	-
"	" "	-

157.80

Ms

Patrolling Communication lines

PR 27 Teleg. Dept. - Gang 015 Oct. 1953

20 Hrs. Lineman	1.961 Hr.	39.22	
24 " " "	2.942 " OT	70.61	
16 " " "	1.961 " "	31.38	
3 " " "	2.942 " OT	8.83	
8 " " "	1.961 " "	15.69	165.73

Nov. 1953 - Gang 015

16 Hrs. Lineman	1.961 Hr.	31.38	
2 2/3 Hrs. " "	2.942 " OT	7.83	
8 " " "	1.961 " "	15.69	54.90
16 " " "	1.961 " "	31.38	
2 " " "	2.942 " OT	5.88	37.26

Dec 1953 Gang 015

8 Hrs. Lineman	1.961 Hr.	15.69	
3 " " "	2.942 " OT	8.83	24.52
17 " " "	1.961 " "	33.34	33.34

Jan 1954 Gang 015
44 Hrs. Lineman

1.961 Hr.	86.28	86.28
-----------	-------	-------

Regular time
Over time

300.05	402.03
101.98	

9.00

3% vacation allowance on 300.05
6 1/2% RR Retirement & Unemployment
on 411.03
Insurance

26.72

12.33

3% Workmens Compensation
1% Public Liability & Property Damage

4.11

\$ 454.19

Personal Expenses

Vo. No. 380274 Lineman Becker

114.60

12.75

115.95

243.30

Vo. No. 396339

Feb. 1954

PR - 27 -

Patrolling Teleg lines

113 hrs. Lineman 1.961 hr.

221.59

6.65

3% vacation allowance

6 1/2% RR Retirement & Unemployment
on 228.24

14.84

Insurance

6.85

3% Workmens Compensation

1% Public Liability &

Property Damage

2.28

252.21

Vo. No. 4167 26 Personal Expenses
Lineman P. McCarthy

83.05

7/10

PR - 27 - Aug 1953

15 1/2 Hrs. Lineman

1.931 hr.
2.897 " OT29.93
23.18

Sept 1953

45 hrs. Lineman

1.931 hr.
2.897 " OT86.90
26.07
7.85

9 " " Dist man

408.11 Mo. (26)

173.93
3.743% vacation allowance on 124.68
6 1/2% RR Retirement & Unemployment
on 177.67

11.55

Insurance

3% Workmens Compensation
1% Public Lia. & Prop. Damage5.33
1.78

\$ 196.33

Personal Expenses - Distman
Truck Rental 112 miles @ .05 mi..95
5.60

6.55

Nov. 1953

PR - 27 -

16 Hrs. Lineman

1.961 hr.
2.942 " OT31.38
7.83
31.38

2 2/3 hrs. " "

1.961 "

16

Wire Work

8 hrs. Lineman

1.961 hr.
2.942 " OT15.69
5.88

2

92.16

3% vacation allowance on 78.45
6 1/2% RR Retirement U Unemp. 94.51
4% Insurance2.35
6.14
3.78

104.43

PR - 712 - Signal Dept

Signal Gang 779

Aug 1953 - Protecting Signals
& Signal lines

8 hrs. Signalman

3.0045 hr OT

24.04
64.10

32

2.003

18.03

106.17

6

3.0045 hr OT

Sept 1953 Gang #799

40 hrs. Signalman

2.003 hr.

80.12

4

3.0045 hr OT

12.02

32

2.003

64.10

186.28

10

3.0045 " OT

30.04

October 1953

Signal Gang 779

48 Hrs. Signalman

2.033 hr

97.58

9

3.0495 " OT

27.45

32

2.033

65.06

196.19

2

3.0495 " OT

6.10

November 1953

Signal Gang 779

8 hrs. Signalman

2.033 hr.

16.26

8

3.0495 " OT

24.40

16

2.033

32.53

73.19

December 1953			16.26	
8 hrs.	Signalman	2.033 hr.	65.06	
32 "	"	2.033 "	27.45	108.77
9 "	"	3.0495 " OT		
Jan 1954				
Signal Gang 785			48.79	
24 hrs.	Signalman	2.033 hr.	48.79	
24 "	"	2.033 "	9.15	106.73
3 "	"	3.0495 " OT	32.53	
16 "	"	2.033 "	3.05	35.58
1 "	"	3.0495 " OT		
Feb 1954				
Signal Gang 785			65.06	
32 hrs.	Signalman	2.033 hr.	24.40	
8 "	"	3.0495 " OT	14.34	
8 "	Asst "	1.793 "	2.69	106.49
1 "	"	2.6895 "		
Patrolling Signal Lines				
Signal Gang 785			146.38	
72 hrs.	Signalman	2.033 hr.	6.10	152.48
2 "	"	3.0495 " OT		
Mar 1954 - Sig Gang 785				
80 hrs.	Signalman	2.033 hr.	162.64	
2 "	"	3.0495 " OT	6.10	
16 "	"	2.033 "	32.53	201.27
April 1954 - Sig Gang 785				
8 hrs.	Signalman	2.033 hr.	16.26	
8 "	"	3.045 " OT	24.40	40.66
Regular time			1071.08	
Over time			242.73	1313.81
			32.13	
3% Vacation allowance on 1071.08				
6 1/2% RR Retirement & Unemployment on 1345.94				87.49
Insurance				40.38
3% Workmens Compensation				
1% Public Liability & Property Damage			13.46	\$1487.27
Truck Rental				
Gang 779			105 miles	
Stude Stake 2T OW 55	Aug 1953		205 "	
do	Sept 1953		400 "	
do	Oct 1953		60 "	
do	Nov 1953		120 "	
do	Dec 1953		60 "	
do	Jan 1954			

me

Gang 785		
Chev. Stake UP # 42	Jan. 1954	100 miles
do	Feb. 1954	300 "
do	Mar. 1954	240 "
		<u>1590</u> "

1590 miles @ .05 mile

\$ 79.50

Total Exhibit "D" 6

\$5757.41

716

Exhibit "D" 7

PR 28 Chief engineer - Prepare plans for Highway Xing

Apr. 1953				176.77			
Oct. 1953				61.45			
Engineer - Inspector					Personal Expenses		
					Vo. No.	Amt.	
July 1953	14 days	45900	mo (26)	247.15	358141	94.00	
Aug. 1953	23 "	45900	mo (27)	391.00	350180	159.97	
Sept. 1953	24 "	45900	mo (25)	440.64	377365	176.03	
Oct. 1953	1 mo.	45900	"	459.00	375668	188.85	
Nov. 1953	18 days	45900	" (24)	344.25	401979	141.49	
					398672	116.05	
Dec. 1953	18 "	45900	mo (25)	330.48	398670	112.34	
Jan 1954	11 "	45900	" (25)	201.96	423647	258.70	
Feb. 1954	21 "	45900	" (24)	401.63	419316	245.90	
Mar. 1954	24 1/2 "	48000	" (27)	435.56	441683	294.05	
Apr. 1954	Mo.	48000	"	480.00	434564	287.80	
May 1954	15 1/2 "	48000	" (27)	275.53	467279	86.95	
				4245.42			

3% Vacation allowance	127.36		
6 1/2% RR Retirement & Unemploy- ment on 4372.78	284.23		
Insurance	131.18		
3% Workmens Compensation			
1% Public Liability & Property Damage	43.73		
	4831.92	2162.13	\$6994.05

Goss Motor Co.

Rental of Car			
Vo No. 405040	120.00		
" " 427842	232.50		
" " 421164	9.25		
" " 453101	225.00		586.75

Rental of Truck
MW 82 Chrv. Carryall

do	July 1953	873
do	Aug 1953	3382
do	Sept 1953	3273
do	Oct 1953	3382
do	Nov 1953	3467
do	Dec 1953	2257
do	Apr 1954	162
OW 36 GMC Carry all	May 1954	1159
do		17955

\$ 897.75

17955 miles @ .05 per mile

Flagging Watchmen Patrolling

July 1953 - Track Sec. 24			90.27	
34 hrs. Foreman	2.655	hr. Ot	147.36	
96 " Laborers	1.535	"	103.73	341.36
45 " "	2.305	" OT		

Aug. 1953 - Tracks - Sec 24		322.35 mo. (21)		107.45	
56 hrs.	Foreman	2.855	OT	222.69	
78 "	"	2.305	OT	129.08	
56 "	Laborers	1.535		245.60	
160 "	"	2.25	OT	67.50	772.32
30 "	"				
Sept 1953		2.855 hr.	OT	219.84	
77 hrs.	Foreman	322.35 mo. (21)		145.82	
76 "	"	1.535 hr.		202.62	
132 "	Laborers	2.305 "	OT	274.30	
119 "	"	1.499 "		283.31	
189 "	"	2.25 "	OT	153.00	1278.89
68 "	"				
October 1953		327.43 mo (22)		14.88	
8 hrs.	Foreman	2.901 Hr.	OT	272.69	
94 "	"	1.565 "		419.42	
268 "	Laborers	2.35 "	OT	319.60	
136 "	"	1.529 "		622.30	
407 "	"	2.295 "	OT	319.01	1967.90
139 "	"				
November 1953		327.43 mo.		12.28	
6 hrs.	Foreman	2.90 hr.	OT	92.80	
32 "	"	1.565 "		375.60	
240 "	Laborers	2.35 "	OT	282.00	
120 "	"	1.541 "		21.57	
14 "	"	2.31 "	OT	16.17	
7 "	"	2.29 "	OT	9.18	809.60
4 "	"			16.37	
8 "	Foreman	327.43 mo	OT	116.00	
40 "	"	2.90 hr.		375.60	
240 "	Laborers	1.565 "	OT	263.20	
112 "	"	2.35 "		36.96	
16 "	"	2.31 "		55.04	863.17
36 "	"	1.529			
Dec. 1953		327.43 mo.		18.60	
10 hrs.	Foreman	2.90 hr.	OT	23.20	
8 "	"	1.565 "		413.16	
264 "	Laborers	2.35 "	OT	282.00	
120 "	"	1.529 "		55.04	
36 "	"	2.295 "		36.72	
16 "	"			14.88	
8 "	Foreman	327.43 mo.	OT	46.40	
16 "	"	2.90 hr.		413.16	
264 "	Laborers	1.565 "	OT	225.60	
96 "	"	2.35 "		12.23	1540.99
8 "	"	1.529 "			

me

Jan 1954

20	hrs.	Foreman	327.43 mo.		40.93	
8	"	"	2.90 hr.	OT	23.20	
210	"	Laborers	1.565 "		328.65	
120	"	"	2.35 "	OT	282.00	
60	"	"	1.541 "		92.46	
20	"	"	1.529 "		30.58	
6	"	Foreman	327.43 mo		12.28	
8	"	"	2.90 hr.	OT	23.20	
240	"	Laborers	1.565 hr.		375.60	
144	"	"	2.35 "	OT	338.40	
18	"	"	1.541 "		27.74	
6	"	"	1.529 "		9.17	1584.21

Feb. 1954

16	hrs.	Foreman	327.43 mo		34.46	
8	"	"	2.90 hr.	OT	23.20	
256	"	Laborers	1.565 "		400.64	
88	"	"	2.35 "	OT	206.80	
46	"	"	1.541 "		70.89	
16	"	"	1.529 "		24.46	
8	"	"	2.295 "	OT	18.36	
6	"	Foreman	327.43 mo.		12.92	
192	"	Laborers	1.565 hr		300.48	
120	"	"	2.35 "		282.00	
18	"	"	1.541		27.74	
6	"	"	1.529		9.17	1411.12

Mar. 1954 - Sec 24

11	hrs.	Foreman	327.43 mo.		19.57	
3	"	"	2.90 hr.	OT	8.70	
184	"	Laborers	1.565 "		287.96	
64	"	"	2.35 "	OT	150.40	
29	"	"	1.541 "		44.69	
9	"	"	2.31 "	OT	20.79	
79	"	"	1.529 "		120.79	
32	"	"	2.295 "	OT	73.44	
15	"	Foreman	327.43 mo.		26.69	
144	"	Laborers	1.565 hr.		225.36	
32	"	"	2.35 "	OT	75.20	
47	"	"	1.541 "		72.43	
72	"	"	1.529 "		110.09	
16	"	"	2.295 "	OT	36.72	1272.83

Regular time
Overtime

6751.72
5090.67
11842.39

3% vacation allowance on 6751.72

202.55

6 1/2% RR Retirement and
Unemployment on 12044.94
Insurance

782.92

3% Workmens Compensation

361.35

1% Public Liability &
Property Damage

120.45 \$13309.66

Total Exhibit "D" 7

\$21788.21

710

Miscellaneous

Traveling Engr. Accountant

Nov. 1953	1 days	44000	mo	(22)	2000
Feb. 1954	1 "	44000	mo	(20)	2200
Apr. 1954	1 "	44000	"	(22)	2000
May 1954	6 hrs.	44000	"	(20)	1650
June 1954	1 day	44000	"	(22)	2000
July 1954	3 "	44000	"	(21)	6285
Nov. 1954	1 "	44000	"	(22)	2000
					<u>18135</u>
3% Vacation allowance					5.44
6 1/2% RR Retirement & Unemploy- ment on 186.79					12.14
Insurance					5.60
3% Workmans Compensation					
1% Public Liability & Propty Damage					<u>1.87</u>
					206.40

Personal Expenses

Vo. No.	Amt.
402323	8.85
417274	2.45
449721	10.25
460195	12.55
454962	12.95
481105	16.45
525667	7.75

71.25 \$ 277.65

Nov. 1954
Move Pole
Eleet Dept:
Leadman 8 Hrs. 2.093 hr.
Electricians 14 hrs 2.033 "

16.74
28.46
45.20
1.36

3% vacation allowance
6 1/2% RR Retirement & Unemploy-
ment 46.56
Insurance
3% Workmens Compensation
1% Public Liability & Propty
Damage

3.03
1.40
47

51.46

PR # Ex Gang-
Gang 749 May 1954
Remove Gravel from track #2
12 hrs. Foreman 354.93 mo (23)
12 " Matl Clerk 313.13 " (23)
12 " Truck Operator 1.745 hr.
36 " PTHO 1.661 "
384 " Laborers 1.529 "

23.15
20.42
20.94
59.80
587.14
711.45
21.34

3% vacation allowance
6 1/2% RR Retirement & Unemploy-
ment on 732.79
Insurance
3% Workmens Compensation
1% Public Liability & Prop.
Damage

47.63
21.98
7.33

809.73

Mlv

Rental of Equipment
Boarding Outfits
21 cars in service 558 days @ 1.016 day 566.93
Apportioned:
Total hrs. worked 6678
Hours this job 456 6.83%
6.83% of 566.93

\$ 38.72

3.00

Truck Rental
OW 85 Chev. 1 1/2 ton stake 60 miles @ .05

August 1954

PR Sec. 24

Sealing & Removing Rock

4 hrs. Foreman	327.43 mo		
8 " Laborers	1.565 hr.		
4 " "	1.541 "		
1 hr. Foreman	2.90 "	OT	
2 " Laborers	2.35 "	OT	
1 " "	2.31 "	OT	
1 " "	2.295 "	OT	

7.44
12.52
6.16
2.90
4.70
2.31
2.30
38.33
.78

3% vacation allowance on 26.12
6 1/2% RR Retirement & Unemploy-
ment on 39.11
Insurance
3% Workmens Compensation
1% Public Lia. & Prop. Damage

2.54

1.17
.39

43.21

Sept. 1953

PR - Tracks Sec. 24

Remove rock from track #1

3 hrs. Foreman	2.855 hr. OT	8.57
3 " Laborers	2.305 " OT	6.92

Supervise Road Xing

16 hrs. Foreman	327.43 mo	31.18
-----------------	-----------	-------

46.67
.94
3.09
1.90

3% vacation allowance on 31.18
6 1/2% RR Retirement on 47.61
4% Insurance

52.60

Cost to Compile Bill

Bill Clerk	112 hrs	1958	219.30
Bill Examiner	6 1/2 "	2.122	13.79
Compt. Operator	6 "	1.7856	10.71
Typist	6 "	1.8283	10.97

254.77
7.64
17.06
10.50

3% Vacation allowance
6 1/2% RR Ret. & Unempl. on 262.41
4% Insurance

289.97

1566.34

Total

Grand Total

\$58326.64

7/16

RECEIVED

APR 12 1956

FOR FILING

CFI-11-11
2.54

April 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
400 State Highway Building
Salem, Oregon

Dear Sir:

Re: Arlington-Hopner Junction Section
F.A.P. Oregon EF-BFI-145(9)

Herewith copy of Union Pacific Railroad Company's Bill No. 678312 in the amount of \$58,326.64 covering cost of their work in connection with the above-named project. Will you please arrange to have this bill audited for us.

We are enclosing a copy of the State/railroad agreement covering the project for the auditor's use. If the auditor needs a copy of the construction contract, construction plans or any other information, please let us know and we will send it along.

Very truly yours,

R. H. Baldeck
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/dp

Encl.

cc C. A. Gardner

RECEIVED
APR 12 1956

FOR FILING

WFI-115(1)
2554

April 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
400 State Highway Building
Salem, Oregon

Dear Sir:

Re: Arlington-Hopner Junction Section
F.A.P. Oregon HF-WFI-145(9)

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Very truly yours,

R. H. Baldeck
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/dp
Encl.

cc C. A. Gardner

RECEIVED

R. H. Baldock

January 17, 1956

Arlington-Hopkins Jct.
Contract No. 3884

Columbia River Highway
Prefix: 11-1014

FOR FILING

FINAL COST ANALYSIS
Grading & Paving
Goodfellow Brothers, Inc., Contractors
John Walker, Resident Engineer

FI-145 (9)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100	All	\$50,000.00	\$	\$ 3,254.58	\$50,000.00
Struc. Exc., Uncl.	546.21	C.Y.	4.00	3.85	2,101.55	2,184.84
Trench Exc., Uncl.	247.08	C.Y.	4.00	3.84	950.75	988.32
General Exc., Uncl.	842,256.5	C.Y.	0.52	0.63	531,561.96	437,973.38
Short Overhaul	2,745.432	Yd.Sta.	0.01	0.012	33,328.42	27,454.32
Long Overhaul	38,784.1	C-Yd.Sta.	0.40	0.48	18,794.66	15,513.64
Finish R/B & Slopes	4.6	Mile	700.00	421.00	1,936.61	3,220.00
Round Cutbanks	20,751	L.F.	0.20	0.18	3,666.46	4,150.20
18" Corr. Metal Pipe	1188	L.F.	5.00	4.10	4,874.14	5,940.00
18" " " " Extra Strength	436	L.F.	6.00	5.25	2,287.29	2,616.00
24" " " " "	80	L.F.	10.00	6.09	486.91	800.00
12" Sewer Pipe	783	L.F.	2.00	1.99	1,559.53	1,566.00
*Concrete Catch Basins	5	Each	200.00	200.00	1,000.00	1,000.00
*Concrete Curbs	26.02	C.Y.	60.00	60.00	1,561.20	1,561.20
**4 1/2"-0 Material in Base	123,416	C.Y.	1.50	1.47	181,051.13	185,124.00
**3/4"-0 " " "	29,557	C.Y.	1.75	1.73	51,133.61	51,724.75
**Sprinkling	9,258.04	M-Gal.	2.00	2.05	18,942.50	18,516.08
**3/4-0 Materials in Binder Course	1,944	C.Y.	2.70	2.68	5,209.92	5,248.80
**RC-3 Asphalt in Binder Course	306.35	Ton	38.50	34.28	10,500.63	11,794.48
**Class "B" Asphalt Concrete	35,781.96	Ton	5.50	5.03	180,106.73	196,800.78
**Asphalt Concrete Traffic Markers	1516.2	L.F.	1.00	0.24	366.63	1,516.20
***Exc. for Structure	35.6	C.Y.	4.00	4.00	142.40	142.40
***Furnish Timber Piling	949	L.F.	2.00	2.00	1,898.00	1,898.00
***Drive Piles	32	Each	40.00	40.00	1,280.00	1,280.00
*Class "A" Concrete	93.91	C.Y.	70.00	70.00	6,573.70	6,573.70

Arlington-Heppner J
Final Cost Analysis
Contract No. 3884

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Metal Reinforcement	11,330	Lb.	\$ 0.11	\$ 0.11	\$ 1,586.20	\$ 1,586.20
****Trestle Super Struct.	114	L.F.	40.00	40.00	4,560.00	4,560.00
***Untreated Timber in Place	6.29	M.F.B.M.	200.00	200.00	1,258.00	1,258.00
*PA #1 Class "A" Conc. in Irr. Struc.	5.26	C.Y.	100.00	100.00	526.00	526.00
PA #2 12" Corr. Metal Pipe	64	L.F.	3.64	3.34	213.60	232.96
***PA #3 Splice Piling	2	Each	32.00	32.00	64.00	64.00
***PA #3 Drive test piling	1	Each	40.00	40.00	40.00	40.00
PA #4 6" Perf. Conc. Drain Tile	420	L.F.	1.95	1.56	657.57	819.00
PA #4 6" Concrete Drain Pipe	102	L.F.	1.80	1.45	148.46	183.60
PA #4 Haul & Place Aggregate for Backfill in Drains	135	C.Y.	2.00	1.50	203.11	270.00
PA #5 General Excavation	14,097.6	C.Y.	1.75	1.66	23,435.33	24,670.80
*PA #5 Class "A" Concrete	222.04	C.Y.	70.00	70.00	15,542.80	15,542.80
*PA #5 Reinforcing Steel	30,917	Lb.	0.14	0.14	4,328.38	4,328.38
**PA #6 1 $\frac{1}{4}$ "-3/4" Cr. Rock in S.P.	1208.2	C.Y.	2.50	1.41	1,703.78	3,020.50
**PA #6 3/4"- $\frac{1}{2}$ " Cr. Rock in S.P.	537.4	C.Y.	2.50	1.41	757.83	1,343.50
**PA #6 $\frac{1}{2}$ "- $\frac{1}{4}$ " Cr. Rock in S.P.	702.8	C.Y.	2.50	1.41	991.05	1,757.00
**PA #6 $\frac{1}{4}$ "-#10 " " " "	439.6	C.Y.	2.50	1.41	619.91	1,099.00
PA #7 Additional Insurance Premium	100%	All	5,729.50		5,729.50	5,729.50
PA #8 Haul & Place Select. Retaining Wall Back Fill Material	574	C.Y.	1.00	0.56	321.17	574.00
PA #9 Purchase 18" Corr. Metal Pipe	80	L.F.	2.57	2.57	206.50	206.50
PA #9 Purchase 18" Corr. Metal Bands	5	Each	3.88	3.88	19.40	19.40
PA #10 Additional Allow for Excav. for Extra Width	2,952.3	C.Y.	.90		2,657.07	2,657.07
PA #11 Disposal of Mat'l. along R.R.	4,410	C.Y.	1.23	1.16	5,122.09	5,424.30

Final Cost Analysis
Contract No. 3884

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**PA #12 RS-1 Asphalt in Tack Coat	19.61	Ton	\$ 65.00	\$ 36.90	\$ 723.63	\$ 1,274.65
**PA #13 Darakate Addition	1,600	Lb.	0.27	0.215	345.12	432.00
PA #14 Cement Adj. Favor of State	14.2	Lbl.	5.40			- 76.68
**PA #15 Purchase of excess 3/4"-0 Cr. Rock in S.P.	5,191.3	C.Y.	0.75	0.621	3,223.80	3,893.48
Force Account					<u>4,941.30</u>	<u>5,084.99</u>
					\$ 1,144,494.91	\$ 1,122,107.14

*Work done by Snitily Bros
**Work done by Warren Northwest
***Work done by United Builders

	Gross Revenue	Total Cost	Profit	Loss	% Profit	% Loss
Goodfellow Bros.	\$598,201.24	\$648,457.96	\$	\$50,256.72		8.4%
Snitily Bros.	31,118.28	31,118.28				
Warren Northwest	483,545.22	455,676.27	27,868.95		5.8%	
United Builders	9,242.40	9,242.40				
	\$1,122,107.14	\$1,144,494.91		\$22,387.77		1.99%

Final Cost Analysis
Contract No. 3884

DETAIL OF COSTS
Goodfellow Bros.

Labor:

Labor & Supervision
Labor Insurance

\$ 180,072.92
15,846.42

\$ 195,919.34

Materials:

18" C.I.P.	1268'	at	\$ 2.57	3,258.76
18" C.I.P. Ex. St.	436'	"	3.68	1,604.48
18" Bands	66 ea.	"	3.88	256.08
24" C.I.P.	80'	"	4.00	320.00
24" Bands	3 ea.	"	4.86	14.58
12" Sewer Pipe	783'	"	0.85	665.55
12" C.I.P.	64'	"	1.95	124.80
12" Bands	3 ea.	"	2.52	7.56
6" Perf. Conc. Drain Tile				
	420'	"	0.55	231.00
6" Conc. Drain Pipe	102'	"	0.44	<u>44.88</u>

6,527.69

Equipment Rental & Misc. Supplies:

Equipment Rental	298,751.25
Gas, Oil, Grease	24,439.46
Bond	7,891.44
Explosives	16,948.50
Railroad Ins.	14,279.51
P.U.C.	1,250.00
PL & PD Ins.	2,229.89
Small Tools & Misc. Supplies	6,004.50
Home Office & General Overhead	18,470.98
Sub-contract Harding Blasting Co.	<u>55,745.40</u>

446,010.93

TOTAL COST - - - - -

\$ 648,457.96

Final Cost Analysis
Contract No. 3884

DETAIL OF COSTS
Warren Northwest

Labor:

Labor & Supervision
Labor Insurance
Health & Welfare

\$ 123,906.37
9,020.38
729.25

\$ 133,656.00

Materials:

RC-3 Asphalt	306.35 T.	at	\$31.74	9,723.55
86-100 Asphalt	2049.94 T.	"	28.50	58,423.29
RS-1 Asphalt	19.61 T.	"	31.758	622.77
Darakate	1600 Lbs.	"	0.2157	345.12
Aggregates			125,185.82	125,185.82
Fuel Oil	71563.92 Gal.	at	0.075	<u>5,367.30</u>

199,667.85

Equipment Rental & Misc. Supplies:

Equipment Rental Owned	48,280.79
" " Hired	51,648.20
Gas, Oil, Grease	7,763.65
Freight & Cartage	1,774.08
Surety Bond	3,880.00
PL & PD Insurance	4,870.67
Small Tools & Misc. Supplies	565.62
Home Office & General Overhead	<u>3,569.41</u>

122,352.42

TOTAL COST - - - - -

\$ 455,676.27

Final Cost Analysis
Contract No. 3884

Remarks:

This was a Federal Aid Project calling for construction of 4.60 miles of highway roadbed, and construction of 11.34 miles of rockbase and asphaltic concrete wearing surface. The project was bid January 22, 1953, and was awarded March 4, 1953. Work started March 4, 1953, and was completed June 15, 1954.

The contractor started moving in his equipment and started clearing March 4. The clearing consisted of some willow and sage brush, which was very light. A large profit was realized on this item due to the small amount of clearing, and a high bid price.

Grading operations started March 20, 1953, and were completed April 16, 1954. Grading was done with the following equipment, one 2½-yd. shovel, one 2-yd. shovel, one 1½-yd. shovel, one #12 blade, two HD 20 tractors and dozers, four D 8 cats and dozers, four scrapers, four T-rockers, three DW 21's, three 500 compressors, three wagon drills, pickups and shop equipment. Excavation consisted of gravel, sand, dirt and solid rock. Good progress was made in the gravel and sand, and in rock cut at Station 565, but very slow progress made on the rock cut from Station 23 to 41 due to being hampered by the railroads which was underneath this cut causing the contractor to make small shots and moving his equipment from one area to another while redrilling and shooting was being done; the drilling and blasting of this cut and the one at Station 565 was subcontracted to Harding Blasting Company. The contractor was using a 2-yd. lima shovel on the cut Station 23 to 40 but considerable time was lost due to breakdown, and poor production due to lack of power of the shovel to dig in rock that wasn't completely shot. A new shovel was then ordered and operations came to a standstill December 24, 1953, until new shovel arrived. January 26, 1954, operations again got underway with the new 2½-yd. shovel, which increased the production considerably, but was unable to recover the loss. The contractors bid price of \$0.52 was too low for the amount of solid encountered and the low production, so the contractor suffered a loss on his excavation.

The Class "A" Concrete in Box Culverts, Curbs, Retaining Walls, etc. was subcontracted to Snitily Bros., and the untreated timber bridge was subcontracted to United Builders at the bid prices.

Warren Northwest being the subcontractor on furnishing and placing of the rock base, leveling, binder course and the asphaltic wearing surface, moved in their semi-portable crushing and screening plant into the gravel deposits located adjacent to and on the southerly side of the relocated highway at Station 408+50 and started producing base material August 17, 1953. Two 8-hour shifts were run by the crusher, and one 10-hour shift on the hauling and placing of material, as the base was completed, the leveling and binder course followed as the contractor wanted to get as much done as possible ahead of the asphaltic concrete so there would be no delay in this operation.

The asphalt paving plant was moved in and setup, and started producing asphaltic concrete October 26, 1953. The base course was completed from Station 182 to 535, and then the paving plant was shut up for traffic.

The contractor moved his men and equipment back onto this project May 29, 1954, and started placing of base rock and leveling course over the unfinished

portions of the west and east end. The paving of these sections was started again April 28, and was completed June 5, 1954.

The subcontractor having good production and bid prices realized a fair profit.

The unit price of \$0.621 on the aggregate is the cost the contractor charged to the job as his cost per cubic yard, and was used by this office as a base figure as we were unable to get a breakdown of the contractor's crushing costs.

C. E. Paulson
Cost Analyst

By - - C. E. Layton

RECEIVED
JAN 20 1955
FOR FILING

BFI-145(9)
3884

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 7, 1955

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3884

18-Final

Goodfellow Brothers, Inc.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

27417

R-112570

\$ 33,596.29

1/7/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Ruth Rawlings

Specified Completion Date: Sept. 30, 1954

Time Extensions: None

Completion Date: June 15, 1954

Date Accepted: Sept. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-10-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
JAN 3 - 1955
FOR FILING

145 (1)

December 30, 1954

Lester & Bruce Gellatly Agency
Second and Mission
Wenatchee, Washington

Attention: Mr. Lester L. Gellatly

Gentlemen:

The final contract amount on State Highway Contract No. 3884, awarded to Goodfellow Brothers, Inc., for grading and paving the Arlington-Heppner Junction Section of the Columbia River Highway is \$1,122,107.14. Final payment is to be made to the contractor on or after January 7, 1955.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:mdm

RECEIVED
JAN 3 - 1955
FOR FILING

RFT-145 (4)

December 30, 1954

Lester & Bruce Gellatly Agency
Second and Mission
Wenatchee, Washington

Attention: Mr. Lester L. Gellatly

Gentlemen:

The final contract amount on State Highway Contract No. 3887, awarded to Goodfellow Brothers, Inc., for grading and paving the Arlington-Hepner Junction Section of the Columbia River Highway is \$1,122,107.14. Final payment is to be made to the contractor on or after January 7, 1955.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:mdm

May 26, 1954

Lester & Bruce Gellatly Agency
Second & Mission
Wenatchee, Washington

Attention: Mr. Lester L. Gellatly

Gentlemen:

State Highway Contract No. 3884 awarded to Goodfellow Brothers, Inc., for grading and paving the Arlington-Heppner Junction Section of the Columbia River Highway is not yet fully completed. We are advised, however, that only a few remaining details are necessary to completion.

On a contract of this size it may take a month or more to determine the final contract amount; however, when this has been done, we will advise you.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:md

final amount 1,122,107.14
final payt. made on or after 1-7-55

7-26 final not done
8-13 " " "
9-17 semi-final to reb. acct. but 9-20
10-22-54 not final
12-16-54 " "

Lester & Bruce Gellatly Agency

INSURANCE . LOANS . REAL ESTATE . BONDS
SECOND & MISSION PHONE 129 WENATCHEE, WASH.

May 24, 1954

3884

Oregon State Highway Commission
Salem
Oregon

RE: GOODFELLOW BROTHERS, INC.
CONTRACT OF APRIL 3, 1953
Arlington-Heppner Junction
\$1,052,192.50

Gentlemen:

We are informed by this firm that they have completed the above contract and as bonds are issued on the basis of the original contract and adjusted for extras or deletions we need to know the final amount paid or to be paid this firm, in order to close out our premium charge on this bond.

We will appreciate your letting us have this information if you have it now available and if not will appreciate your marking your records to let us know the final amount as soon as determined.

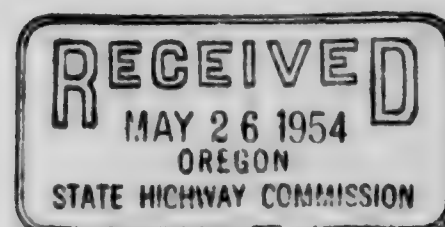
Yours very truly,

LESTER & BRUCE GELLATLY AGENCY

BY:

Lester L. Gellatly
Lester L. Gellatly

LLG:dbl



RECEIVED
DEC 29 1954
FOR FILING

BFE - 1115 (11)
1114

December 28, 1954

REGISTERED MAIL

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 3884 for work performed on the Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County was completed by the contractor, Goodfellow Bros., Inc., on June 15, 1954 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of \$33,596.29 will be released to the contractor on or after January 7, 1955. The total contract amount is \$1,122,107.14, of which amount \$5,084.99 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

RECEIVED
OCT 1 - 1954
FOR FILING

September 30, 1954

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Goodfellow Bros., Inc. on contract No. 3884, covering the Arlington-Hepner Junction Section of the Columbia River Highway in Gilliam County.

This payment, in the amount of \$8,704.66, will be released to the contractor on or after October 11, 1954. The retained percentage is \$33,665.28.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

9-30-54 gl

RECEIVED
OCT 5 - 1954

FOR FILING

OFFICE OF SUPERINTENDENT
2525 North Larrabee Ave.,
Portland 12, Oregon

SEPTEMBER 28, 1954

File: D 315-2-45

Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

NOTED
W. G. WILLIAMS

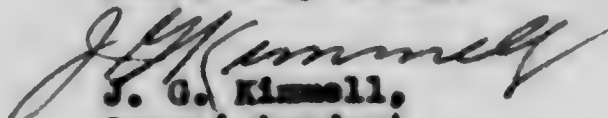
Gentlemen:

Under contract between your company and the Oregon State Highway Department, you are performing work on the Arlington - Heppner Junction Section of the Columbia River Highway in Gilliam County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to the Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific Bill No. 628030 dated September 14, 1954 in the amount of \$650.42 covering part, but not all, of this damage. Bills for other damage will be rendered when compiled. Bill No. 628030 covers certain damages caused by your operations in the vicinity of Arlington, Oregon, occurring between September 1, 1953 and January 11, 1954.

Please favor us with payment at your early convenience.

Yours very truly,


J. G. Kimmell,
Superintendent

enc.

cc:

Lloyd's, London, c/o Rathbone, King & Seeley
Board of Trade Building, Portland 4, Oregon.

Dooly & Co., Board of Trade Building, Portland 4, Oregon.

✓ Oregon State Highway Commission, Salem, Oregon
(Attn: Mr. R. H. Baldock, State Highway Engr.)

RECEIVED
SEP 24 1954

FOR FILING

September 20, 1954

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Herewith please find costs and quantities involved
in the extension of the Condon Branch at the Arlington yards.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

Enclosure

cc Mr. H. G. Smith

C
O
P
Y

SUMMARY

Work which was in addition to the regular highway construction which was done in connection to the Condon Branch Extension of the Union Pacific Railroad on the Arlington - Heppner Junction Section of the Columbia River Highway, Contract No. 3884

Price Agreement No. 5

General Excavation	14,097.6 Cu. Yds. at \$ 1.75	---	\$ 24,670.80
Class A Concrete	222.04 Cu. Yds. " 70.00	---	15,542.80
Metal Reinforcement	30,917 Lbs. " 0.14	---	4,328.38

Price Agreement No. 8

Haul and place Selected Retaining Wall Backfill	574 Cu. Yds. at 1.00	---	574.00
---	----------------------	-----	--------

Price Agreement No. 11

Disposal of materials along Railroad	4,410 Cu. Yds. at 1.23	---	5,424.30
--------------------------------------	------------------------	-----	----------

Order for Extra Work No. 1

Labor, equipment on Cleanup of bluff above the Condon Branch of the Union Pacific Railroad	-----	4,839.81
--	-------	----------

Order for State Force Work No. 1

Oiling of Slopes above the Condon Branch of the Union Pacific Railroad	-----	900.00
--	-------	--------

Order for State Force Work No. 2

Re-oiling of Slopes above the Condon Branch of the Union Pacific Railroad	-----	1,176.00
---	-------	----------

Item Costs	-----	\$57,456.09
------------	-------	-------------

Engineering Costs	-----	<u>2,175.00</u>
-------------------	-------	-----------------

Total	-----	\$59,631.09
-------	-------	-------------

ASSIGNMENT

Date: August 13, 1954 No. 5276 By hew

Description: Letter of August 10 by E. F. Kidder re Arlington-Hepner Jet. Section of the Columbia River Highway, asking for quantities involved in the extension of the Condon Branch in the Arlington Yard.

Acknowledged by _____ Referred to Smith ✓

- ☐ Investigate and report with recommendation
- ☐ Such action as necessary and report
- ☐ Comment or recommendation
- ☒ Return with rough draft of reply
- ☐ Prepare reply for signature of Mr. _____
- ☐ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 9-20-54 Report Received _____
me

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

AUGUST 10, 1954

(File Ref. D 315-2-45)

Mr. R. H. Baldock, State Highway Engr.
Oregon State Highway Department
Salem, Oregon

Atten: Mr. W. C. Williams,
Deputy State Highway Engineer

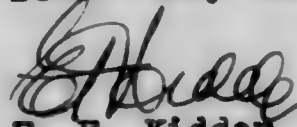
PLEASE RETURN TO
W. C. WILLIAMS

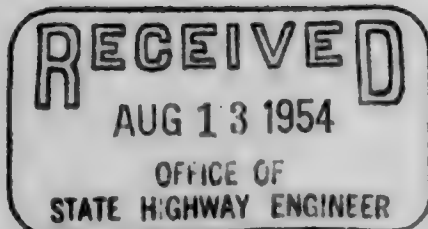
Dear Sir:

Re: Arlington - Heppner Jct. Section,
Columbia River Highway

In order that we may complete our records it will be appreciated if you will furnish this office the quantities involved in the extension of the Condon Branch in the Arlington Yard. These figures should include any engineering that you feel should be assigned to that portion of the work.

Yours very truly,


E. F. Kidder,
Division Engineer



RECEIVED
SEP 1 - 1954
FOR FILING

113-145 (11)
32.1

September 1, 1954

Hershiser, McMenamin & Blyth
Attorneys at Law
410 Portland Trust Building
Portland 4, Oregon

Attention: Mr. Donald E. Hershiser

Gentlemen:

Responding to your request of August 27, 1954 I am forwarding to you today under separate cover a copy of State Highway Contract 3884, awarded to Goodfellow Bros., Inc., for grading and paving the Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County.

I enclose a photo copy of each of the two subcontracts in connection with this job.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encls.

DONALD E. HERSHISER
ROBERT W. MCMENAMIN
PETER R. BLYTH

HERSHISER, MCMENAMIN & BLYTH
ATTORNEYS AT LAW
SUITE 410 PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

BEACON 6108

August 27, 1954.

Oregon State Highway Department,
Salem,
Oregon

Attention Mr. H. B. Glaisyer,
Secretary

Re. Mrs. Frank Bowen and
Mrs. Stanley Taylor

Dear Sir:

Thank you for your letter of August 20, 1954, by which you replied to my letter of August 16, 1954. You gave me exactly the information we were seeking, however, in order that we may know the extent of the liability of the prime contractor as regards these barricades and other matters in connection therewith so as to properly proceed against those involved, I would like at this time to request copies of the various contracts relating to this construction work. Your letter seems to indicate that this work was performed under State Highway Contract No. 3884, so I believe that particular contract and any other contracts directly pertaining thereto would be what we need at this time.

Thank you for your assistance in this matter.

Very truly yours,

HERSHISER, MCMENAMIN & BLYTH

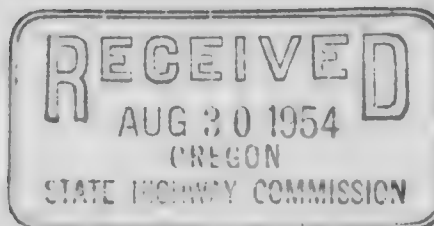
DC Hersher

Donald E. Hersher.

ANSWERED
H. B. GLAISYER

DEH:lc

REFERRED TO
BY SECRETARY



RECEIVED
FOR FILING

8-2-14

*There are no copies of
contracts available
unless it were to make
them.*

Hershiser, McMenamin & Blyth
Attorneys at Law
Suite 410 Portland Trust Building
Portland 4, Oregon

Attention: Mr. Donald E. Hershiser

Gentlemen:

This note is in reply to your letter of August 16, 1954 in behalf of Mrs. Frank Bowen and Mrs. Stanley Taylor who, you state, were injured by reason of the failure on the part of certain contractors to properly barricade highway work upon which they were engaged in connection with improvement of US 30 between Arlington, Oregon, and Heppner Junction. The accident occurred on April 8, 1954.

In the second paragraph of your letter you request the names of the contractors and subcontractors involved in this construction. The Highway Commission's records have been checked and it has been ascertained that the prime contractor for the above mentioned highway improvement was Goodfellow Brothers, Inc. whose address is Ferry and Mission Streets, Wenatchee, Washington. The work was being performed under State Highway Contract No. 3884 which provided for grading and paving the Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County. The records also disclose the following as subcontractors on the work: Harding Blasting Company, present address unknown in this office, and Warren Northwest, Inc., whose address is 9860 N. E. Hancock Drive, Portland, Oregon. It may be that you can obtain the address of Harding Blasting Company by inquiry at the office of the Portland Chapter of the Associated General Contractors of America in the Multnomah Hotel, Portland.

In the third paragraph of your letter you indicate that later on you will wish copies of the various contracts relating to this construction work. I shall be glad to furnish such information to you so far as I am able if and when you need it, and there will be no charge for the service.

RECEIVED
FOR FILING

6-2-14

August 20, 1954

Hershiser, McMenamin & Blyth
Attorneys at Law
Suite 410 Portland Trust Building
Portland 4, Oregon

Attention: Mr. Donald E. Hershiser

Gentlemen:

This note is in reply to your letter of August 16, 1954 in behalf of Mrs. Frank Bowen and Mrs. Stanley Taylor who, you state, were injured by reason of the failure on the part of certain contractors to properly barricade highway work upon which they were engaged in connection with improvement of US 30 between Arlington, Oregon, and Heppner Junction. The accident occurred on April 8, 1954.

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Herchiser, McMenamin & Blyth

August 20, 1954

Incidentally the bond furnished by the contractor in connection with this job was written by the United States Fidelity and Guaranty Company for whom George C. Bottoms is local Manager of the offices in Room 201 Portland Trust Building, Portland, Oregon. Due to the nature of the claim there is a question whether or not the contract performance bond could be held responsible.

I am quite sure the contractors' operations were covered by liability insurance, although we do not have definite knowledge that that is the case.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

DONALD E. HERSHISER
ROBERT W. MCMENAMIN
PETER R. BLYTH

HERSHISER, MCMENAMIN & BLYTH
ATTORNEYS AT LAW
SUITE 410 PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

BEACON 6105

August 16, 1954.

State Highway Commission
Salem
Oregon

Attention Mr. Glaisyer, Secretary

Dear Sir:

We represent Mrs. Frank Bowen and Mrs. Stanley Taylor in connection with some injuries they received on Highway US 30 between Arlington, Oregon, and Heppner Junction. It appears that the automobile accident in which they were involved and which caused their injuries occurred as the result of failure on the part of the contractors constructing the highway to maintain proper barricades to prevent them going onto the new highway which was not then completed. I might say that the accident occurred on April 8, 1954.

I have set forth the above in order to give you our situation. What we need at this time is information relative to the contractors and sub-contractors involved in the construction of this new highway, so we will know against whom to proceed, and also determine whether or not they, as a result of their contract with you, have any special duties to persons in the circumstances of our clients.

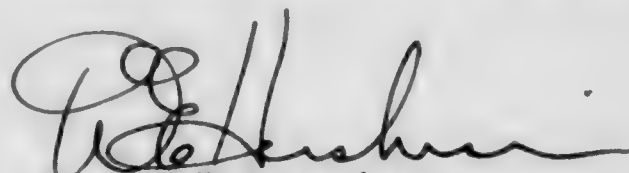
I have been advised by several people that you will be happy to supply us with copies of the various contracts relating to this construction work, and, if this is true, I would certainly appreciate your cooperation in providing me with this information.

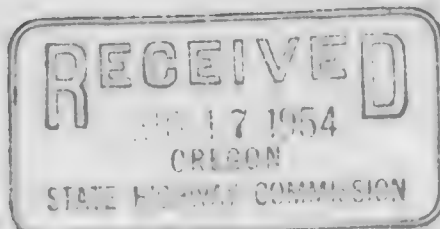
If I have neglected to furnish you with any necessary facts or if there is any charge for your services, we will be most happy to provide you with the same.

Thank you for your assistance.

Very truly yours,

HERSHISER, MCMENAMIN & BLYTH


Donald E. Hershiser.



DEH:lc

ANSWERED
H. B. GLAISYER

REFERRED TO

BY SECRETARY

DONALD E. HERSHISER
ROBERT W. MCMENAMIN
PETER R. BLYTH

HERSHISER, MCMENAMIN & BLYTH
ATTORNEYS AT LAW
SUITE 410 PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

BEACON 6105

August 16, 1954.

State Highway Commission
Salem
Oregon

Attention Mr. Glaisyer, Secretary

Dear Sir:

We represent Mrs. Frank Bowen and Mrs. Stanley Taylor in connection with some injuries they received on Highway US 30 between Arlington, Oregon, and Heppner Junction. It appears that the automobile accident in which they were involved and which caused their injuries occurred as the result of failure on the part of the contractors constructing the highway to maintain proper barricades to prevent them going onto the new highway which was not then completed. I might say that the accident occurred on April 8, 1954.

I have set forth the above in order to give you our situation. What we need at this time is information relative to the contractors and sub-contractors involved in the construction of this new highway, so we will know against whom to proceed, and also determine whether or not they, as a result of their contract with you, have any special duties to persons in the circumstances of our clients.

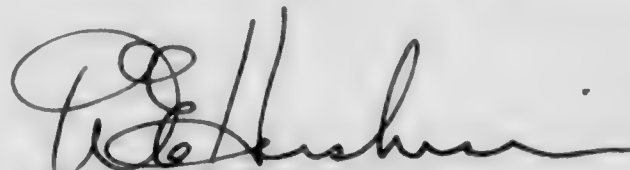
I have been advised by several people that you will be happy to supply us with copies of the various contracts relating to this construction work, and, if this is true, I would certainly appreciate your cooperation in providing me with this information.

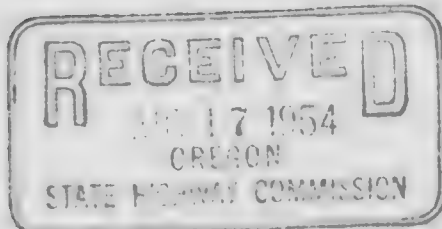
If I have neglected to furnish you with any necessary facts or if there is any charge for your services, we will be most happy to provide you with the same.

Thank you for your assistance.

Very truly yours,

HERSHISER, MCMENAMIN & BLYTH


Donald E. Hershiser.



DEH:lc

ANSWERED
H. B. GLAISYER

REFERRED TO

BY SECRETARY

Long after this time
I have written a number
of letters to you without effect

nothing has been heard of you and
(we do not have your present address)

William W. A. Luce
1160 E. 1st Avenue, Portland

Just noted in paper on this job which was
completed June 24 but is not yet accepted

Handwritten text, possibly a title or header, including the word "Bureau" and some numbers.

Handwritten text, possibly a date or reference, including the word "Bureau" and some numbers.

Handwritten text, possibly a date or reference, including the word "Bureau" and some numbers.

Handwritten text, possibly a date or reference, including the word "Bureau" and some numbers.

RECEIVED
JUL 21 1954
FOR FILING

July 21, 1954

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

It is the intention of the State Highway Commission to release to Goodfellow Bros., Inc. a portion of the funds heretofore retained by the Commission on contract No. 3884, covering the Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County.

This payment in the amount of \$50,901.00 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of \$33,396.07. The present payment will be released on or after July 31, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

7-21-54

RECEIVED

PF 1-1-1-1-1

June 29, 1954

Mr. C. G. Fulk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 15, 1954 on Contract No. 3884, Arlington-Hepner Junction Section, in Gilliam County, in connection with Federal Aid Project No. BF-WP-1-145(9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

N. C. Williams
Deputy State Highway Engineer

MCW:tp

C.C.: John Cattrall

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 25, 1954

Section Arlington - Heppner Junction Kind of work Grading and Paving

Highway Columbia River Section prefix 11-1014

Contractor Goodfellow Bros. Inc. Contract number 3884

Date of contract March 4, 1953 Date of completion September 30, 1954

Date work started March 4, 1953 Estimated date of completion June 15, 1954

Amount of contract \$1,053,192.50 Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering \$1,123,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date \$ 41,200 48.6 % Date project was completed June 15, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work this week on this project consisted of compiling data for the office crew

Final Estimate.

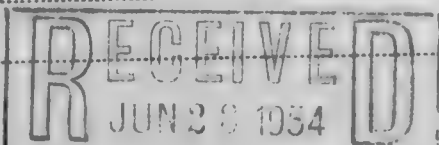
Due to the construction being completed on this project, this will be the last weekly report on this project.

NOTED
OSCAR: CUTLER

NOTED
H. G. SMITH

NOTED
FORREST COOPER

NOTED
B. A. MARTIN



OFFICE OF
CONSTRUCTION

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

RECEIVED
FEB 10 1954
FOR FILING

February 8, 1954

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

This is to acknowledge receipt of your letter of February 3 advising of damage to railroad track structure on January 11 and on January 27, Railroad M.P. 0.09 and 0.1 (Condon Branch), respectively, also your letter of the same date advising of damage to the fuel oil storage tank at Arlington on January 27, said damage having been caused by construction operations of Goodfellow Bros. on the Arlington-Heppner Junction Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

me

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.5	11.34			11.34
Miles partially completed	4.5	11.34			11.34
Miles completed	4.5	11.34			11.34
Total estimated quantities	842,000	152,000			36,000 Tons
Estimated quantities moved or placed to date	842,000	152,000			36,000 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Warm		
Wednesday	Warm		
Thursday	Warm		
Friday	Warm		
Saturday			

RECEIVED
FEB 10 1954
FOR FILING

February 8, 1954

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

This is to acknowledge receipt of your letter of February 3 advising of damage to railroad track structure on January 11 and on January 27, Railroad M.P. 0.09 and 0.1 (Condon Branch), respectively, also your letter of the same date advising of damage to the fuel oil storage tank at Arlington on January 27, said damage having been caused by construction operations of Goodfellow Bros. on the Arlington-Heppner Junction Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

FEBRUARY 3, 1954

(File: D 315-2-45)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

CEI
Goodfellow Bros., Inc.
P.O. Box 1337
Kenatonee, Washington

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

Oregon State Highway Dept.
Salem, Oregon
Attn: Mr. R. H. Baldoak,
State Highway Engineer)

Gentlemen:

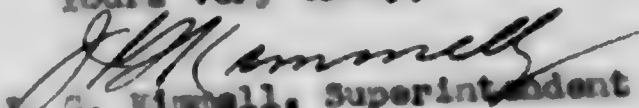
Please refer to Lloyd's, London Certs. LZ-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Heppner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad track structure was damaged (not requiring immediate repairs), on January 11th and again on January 27, 1954, on the Condon Branch, Railroad M.P. .09 and 0.1 respectively, by construction operations of the State's contractor (Goodfellow Bros., Inc.).

Repairs to damages will be deferred until construction work is completed, after which we expect to present a claim for damages when the amount has been determined.

Please acknowledge receipt of this notice.

Yours very truly,


J. G. Kimball, Superintendent

Office of Superintendent
225 W. Larrabee Ave.,
Portland 12, Oregon

FEBRUARY 3, 1954

(File: D 315-2-45)

REGISTERED MAIL --
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

OSI
Goodfellow Bros., Inc.
P.O. Box 1337
Wenatchee, Washington

Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Baldock,
State Highway Engineer)

Gentlemen:

Please refer to Lloyd's, London Certificates LX-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Hopner Junction Section of the Columbia River Highway.

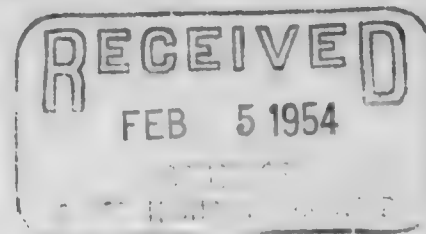
In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that the Railroad fuel oil storage tank at Arlington was damaged JANUARY 27, 1954 by construction operations of the State's Contractor, Goodfellow Bros., Inc.

We expect to present a claim for this damage when the amount has been determined.

Kindly acknowledge receipt of this notice.

Yours very truly,

J. G. Kinnell
J. G. Kinnell, Superintendent



RECEIVED
FOR FILING

UNION PACIFIC RAILROAD COMPANY

GENERAL CLAIMS DEPARTMENT

FORM 5878
12-1-54

J. T. TROUT
DISTRICT CLAIM AGENT

1-1-10-5 (7)

January 12, 1954

ROOM 412, PITTOCK BLOCK
10TH & WASHINGTON STREETS
PORTLAND 5, OREGON

Our File: 27-A-8600

Occifellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

NOTED
W. C. WILLIAMS

Gentlemen:

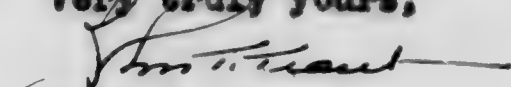
Under dateline of December 3, 1953 Superintendent Kinnell wrote you relative to work that you are performing under Contract between your company and the Oregon State Highway Department on the Arlington-Hopner Junction Section of the Columbia River Highway in Gilliam County, Oregon. This highway is near the main line railroad of the Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company), and he advised you that your work in connection therewith had resulted in some damage to the Railroad Company's tracks and facilities.

With this letter he forwarded you Union Pacific Bill No. 643489, dated November 27, 1953 in the amount of \$389.65 covering part, but not all, of this damage.

As far as I have been able to ascertain, nothing thus far has been heard from either you or your Insurance Carrier in connection with payment of this bill and we would appreciate anything that you could do which may expedite the matter. For whatever value it may be along that line, we are giving a copy of the bill in question direct to Dooly & Company with their duplicate of this letter.

Thanking you in advance for your courteous cooperation, I am

Very truly yours,


John T. Trout
District Claim Agent

cc:
Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Dooly & Company
Board of Trade Building
Portland 4, Oregon

MAIL
TO

Oregon State Highway Commission
Salem, Oregon
(Attn: Mr. R. H. Baldock)

FOR FILING UNION PACIFIC RAILROAD COMPANY

GENERAL CLAIMS DEPARTMENT

J. T. TROUT
DISTRICT CLAIM AGENT

January 12, 1954

ROOM 482, PITTOCK BLOCK
10TH & WASHINGTON STREETS
PORTLAND 5, OREGON

Our File: 27-A-8600

Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

Gentlemen:

On November 9th Mr. Kimmell, our Superintendent, wrote you relative to work you are performing under Contract between your company and the Oregon State Highway Commission on the Arlington-Heppner Section of the Columbia River Highway in Gilliam County, Oregon. This highway is near the main line railroad of the Oregon-Washington Railroad & Navigation Co. (leased to Union Pacific Railroad Co.), and he advised you that your work had resulted in some damage to the Railroad Company's tracks and facilities.

With that letter he enclosed Union Pacific Bill No. 593098, dated October 30, 1953, in the amount of \$197.96 covering part but not all of this damage.

As far as I am able to ascertain, we have not received payment for this bill and we would appreciate your calling it to the attention of your Insurance Carrier in order that it can be handled to a conclusion as promptly as possible.

We are also giving a copy of the Bill in question to Dooly & Company, with their duplicate of this letter, in hopes that they may be able to expedite the handling.

Thanking you in advance for your courteous cooperation, I am

Very truly yours,

NOTED
W. C. WILLIAMS

John T. Trout
John T. Trout
District Claim Agent

cc:
Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Dooly & Company
Board of Trade Building
Portland 4, Oregon



Oregon State Highway Commission
Salem, Oregon
(Attn: Mr. R. H. Balcock)

RECEIVED
DEC 8 - 1953
FOR FILING

December 4, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

This will acknowledge receipt of your letter under date of December 2 advising of damage to railroad track structure at RR M.P. 138.15 on November 12 by operations of Goodfellow Bros., Inc., contractor on the Arlington-Heppner Junction Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

me

OFFICE OF THE SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

DECEMBER 2, 1953

(File: D 315-2-45)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Rathbone, King & Sealey
Board of Trade Building
Portland 4, Oregon

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

cc: Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

copy Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Baldeck,
State Highway Engineer)

Gentlemen:

Please refer to Lloyd's, London Carts. LA-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Happner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad track structure was damaged (not requiring immediate repairs), on NOVEMBER 12, 1953, Railroad M.P. 138.15, by construction operations of the State's contractor (Goodfellow Bros., Inc.).

Repairs to damages will be deferred until construction work is completed, after which we expect to present a claim for damages when the amount has been determined.

Kindly acknowledge receipt of this notice.

Yours very truly,

J. C. Kimmell
J. C. Kimmell,
Superintendent

RECEIVED
FOR FILING

E 31-11

OFFICE OF THE SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

DECEMBER 3, 1953

(File: D 315-2-45)

GOODFELLOW BROS., INC.
P. O. Box 1337
Wenatchee, Washington

NOTED
W. C. WILLIAMS

Gentlemen:

Under contract between your company and the Oregon State Highway Department, you are performing work on the Arlington - Heppner Junction Section of the Columbia River Highway in Gilliam County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to the Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific Bill No. 643489 dated November 27, 1953 in the amount of \$389.65 covering part, but not all, of this damage. Bills for other damage will be rendered when compiled. Bill No. 643489 covers certain damage caused by your operations in the vicinity of Arlington, Oregon, on October 7, 10, 13, 15 and 16, 1953.

Please favor us with payment at your early convenience.

Yours very truly,

J. G. Kimmell
J. G. Kimmell,
Superintendent

cc:

Lloyd's, London, c/o Rathbone, King & Seeley
Board of Trade Building, Portland 4, Oregon.

Dooly & Co., Board of Trade Building, Portland 4, Oregon.

Oregon State Highway Commission, Salem, Oregon
(Attn: Mr. R. H. Baldock, State Highway Engineer)

RECEIVED
NOV 23 1953
FOR FILING

November 19, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

Receipt is acknowledged of your three letters under date of November 16 advising of damage by Goodfellow Bros., Inc., contractor on the Arlington-Hepner Junction Section of the Columbia River Highway, as follows:

November 2, 1953 - Damage to oil unloading facilities at Arlington

October 7, 1953 - Damage to railroad track structure at RR M.P. 138.1

Various dates between September 24 and October 24 -
Damage to Condon Branch track structure

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

me

OFFICE OF THE SUPERINTENDENT
2525 No. Larrabee Avenue
Portland 12, Oregon

NOVEMBER 16, 1953

(File: D 315-2-45)

**REGISTERED MAIL -
RETURN RECEIPT REQUESTED**

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

cc: Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

 Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Balcock,
State Highway Engineer)

Gentlemen:

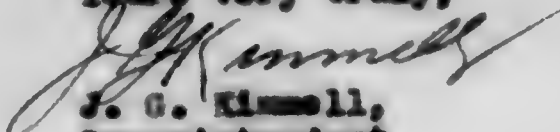
Please refer to Lloyd's of London Certificates LM-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Hoppper Junction Section of the Columbia River Highway.

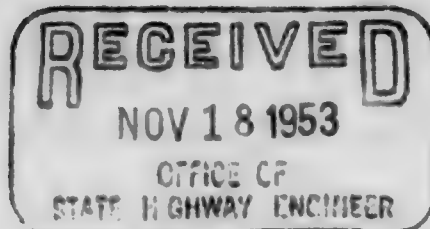
In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad oil unloading facilities at Arlington were damaged on NOVEMBER 2, 1953 by construction operations of the State's contractor (Goodfellow Bros., Inc.).

We expect to present a claim for this damage when the amount has been determined.

Kindly acknowledge receipt of this letter.

Yours very truly,


J. G. Kimmell,
Superintendent



OFFICE OF THE SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

NOVEMBER 16, 1953

(File D 315-2-45)

REGISTERED MAIL --
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

501
Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

Dooly & Co.
Board of Trade Building
Portland 4, Oregon



Oregon State Highway Department
Salem, Oregon
(Attn: Mr. R. H. Baldeck,
State Highway Engineer)

Gentlemen:

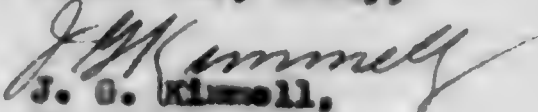
Reference is made to Lloyd's, London Certs. LM-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Hopner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad's Condon Branch track structure has sustained damages, not requiring immediate repairs, on various dates between September 24th and October 24, 1953, M.P. 00 and 0.2, by construction operations of the State's contractor (Goodfellow Bros., Inc.).

Repairs to damages will be deferred until construction work is completed, after which we expect to present a claim for damages when the amount has been determined.

Kindly acknowledge receipt of this letter.

Yours very truly,


J. O. Kimmell,
Superintendent

OFFICE OF THE SUPERINTENDENT
2525 No. Larrabee Avenue
Portland 12, Oregon

NOVEMBER 16, 1953

(File: D 315-2-45)

REGISTERED MAIL --
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

cc: Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

 Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Baldoak,
State Highway Engineer)

Gentlemen:

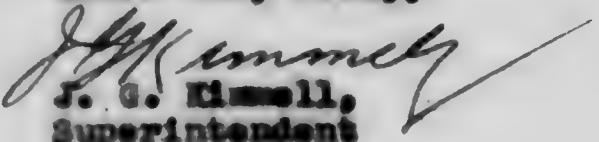
Please refer to Lloyd's, London Certs. LM-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Happner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad track structure has sustained damages, not requiring immediate repairs, on OCTOBER 7, 1953, RR. M. P. 136.1, by construction operations of the State's contractor (Goodfellow Bros., Inc.).

Repairs to damages will be deferred until construction work is completed, after which we expect to present a claim for damages when the amount has been determined.

Kindly acknowledge receipt of this letter.

Yours very truly,


J. G. Kimmell,
Superintendent

RECEIVED
NOV 18 1953
FOR FILING

B7 1-14 (1)

3844

November 19, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

This is to acknowledge receipt of your letter of November 13 advising of damage to the Railroad Company's fuel oil storage tank at Arlington on October 20, caused by construction operations of Goodfellow Bros., Inc. on the Arlington-Heppner Junction Section; also your letter of the same date advising of damage to railroad track structure not requiring immediate repair by construction operations on the same section, as follows:

September 1, 1953 - RR M.P. 138.16 (Condon Branch)
September 9, 1953 - RR M.P. 138.15 (Condon Branch)
September 10, 1953 - RR M.P. 138.16 (Condon Branch)
September 21, 1953 - RR M.P. 0.28 (Condon Branch)

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

me

OFFICE OF THE SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

NOVEMBER 13, 1953

(File: D 315-2-45)

REGISTERED MAIL --
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

(cc: Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Wash.

Deely & Co.
Board of Trade Building
Portland 4, Oregon

(cc: Oregon State Highway Dept.
Salem, Oregon
Attn: Mr. R. H. Baldock,
State Highway Engineer.

Gentlemen:

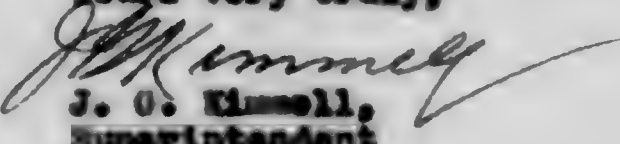
Please refer to Lloyd's of London Certificates LM-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Happner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad Company's fuel oil storage tank at Arlington was damaged OCTOBER 20, 1953 by construction operations of the State's contractor (Goodfellow Bros., Inc.).

We expect to present claim for this damage when the amount has been determined.

Kindly acknowledge receipt of this letter.

Yours very truly,


J. O. Kinsell,
Superintendent

OFFICE OF THE SUPERINTENDENT
2525 North Larrabee Avenue
Portland 12, Oregon

NOVEMBER 13, 1953

(File: D 315 - 2 - 45)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

Oregon State Highway Department
Salem, Oregon
(Attn: Mr. R. H. Baldock,
State Highway Engineer)

Gentlemen:

Reference is made to Lloyd's, London Certs. LH-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Heppner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that the railroad track structure has sustained damages, not requiring immediate repair, on the following dates:

Sept. 1, 1953 - RR. M.P. 138.16	Sept. 10, 1953 - RR. M.P. 138.16
Sept. 9, 1953 - " " 138.15	Sept. 21, 1953 - " " 0.28,

Gordon Branch, by construction operations of the State's contractor (Goodfellow Bros., Inc.).

Repairs to damages will be deferred until construction work is completed, after which we expect to present a claim for damages when the amount has been determined.

Kindly acknowledge receipt of this letter.

Yours very truly,

J. O. Kinnell,
Superintendent



RECEIVED

NOV 12 1953

FOR FILING

BC-11-11
3234

November 12, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

This will acknowledge receipt of your letter of November 2 advising of damage to railroad track structure at RR M.P. 138.09, on October 27, by operations of Goodfellow Bros., Inc. on the Arlington-Heppner Junction Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Acting State Highway Engineer

me

cc Mr. W. C. Williams

Office of the Superintendent
2525 North Larabee Avenue
Portland 12, Oregon

NOVEMBER 2, 1953

(File D 315-2-45)

REGISTERED MAIL --
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

CHI
Goodfellow Bros., Inc.
P.O. Box 1337
Renton, Washington

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. H. H. Baldock,
State Hwy. Engineer)

Gentlemen:

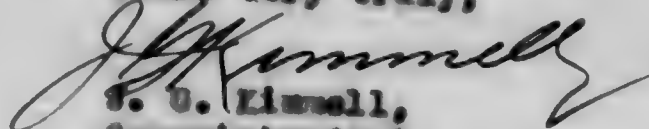
Reference is made to Lloyd's, London Certs. LM-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Heppner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad track structure was damaged on OCTOBER 27, 1951 at Railroad M.P. 138.09 by construction operations of State's contractor (Goodfellow Bros., Inc.).

We expect to present claim for this damage when the amount has been determined.

Kindly acknowledge receipt of this letter.

Yours very truly,


S. U. Linnell,
Superintendent

Office of the Superintendent
2525 North Larrabee Avenue
Portland 12, Oregon

NOVEMBER 9, 1953

(File: D 315-2-45)

NOTED
W. C. WILLIAMS

GOODFELLOW BROS., INC.
P. O. Box 1337
Wenatchee, Washington

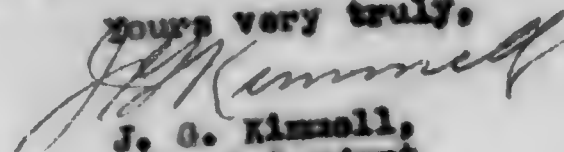
Gentlemen:

Under contract between your company and the Oregon State Highway Commission you are performing work on the Arlington-Hopner Junction Section of the Columbia River Highway in Gilliam County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to the Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific Bill No. 593098 dated October 30, 1953 in the amount of \$197.96 covering part, but not all, of this damage. Bills for other damage will be rendered when compiled. Bill No. 593098 covers certain damage caused by your operations in the vicinity of Railroad M.P. 138.14 to 138.21 occurring on September 4, 10, 24 and 28, 1953.

Kindly favor us with payment at your early convenience.

Yours very truly,


J. G. Kimmell,
Superintendent

cc:
Lloyd's, London,
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Dooly & Co.,
Board of Trade Building
Portland 4, Oregon

 Oregon State Highway Commission, Salem, Oregon
(Attn: Mr. R. H. Baldeck, State Hwy. Engr.)

RECEIVED
FOR FILING

11-1-1953

November 5, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

This will acknowledge receipt of your letter under date of October 28 advising of damage to railroad track structure at Railroad M.P. 0.08, Condon Branch, on October 23, by construction operations of Goodfellow Bros. on the Arlington-Happner Junction Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

OCTOBER 28, 1953

(File D 315-2-45)

REGISTERED MAIL --
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Hathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

(cc - Goodfellow Bros., Inc.
P.O. Box 1337
Wenatchee, Washington

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

(cc - Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Baldock,
State Hwy. Engineer)

Gentlemen:

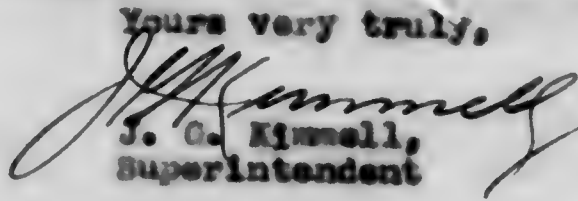
Reference is made to Lloyd's, London Certs. LM-16598,
L-41090 and L-41091 in favor of Oregon-Washington Railroad &
Navigation Company and Union Pacific Railroad Company, covering
damage to property occurring during construction of the Arlington-
Heppner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington
Railroad & Navigation Company and Union Pacific Railroad Company
hereby notify you that railroad track structure was damaged on
OCTOBER 21, 1953 at Railroad M.P. 0.08 Condon Branch by con-
struction operations of State's contractor (Goodfellow Bros., Inc.)

We expect to present claim for this damage when the
amount has been determined.

Kindly acknowledge receipt of this letter.

Yours very truly,


J. G. Kimmell,
Superintendent

RECEIVED
NOV 4 1953
FOR FILING

BFI-14591

November 2, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

This is to acknowledge receipt of your letter of October 26 advising of damage on October 13 to railroad track structure and facilities at Railroad M.P. 138.09, by operations of Goodfellow Bros., Inc. on the Arlington-Heppner Junction Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

UNION PACIFIC RAILROAD COMPANY
OFFICE OF SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

OCTOBER 26, 1953

(File D 315-2-45)

REGISTERED MAIL --
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

cc: Goodfellow Bros., Inc.
P.O. Box 1337
Wenatchee, Wash.

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

cc: Oregon State Highway Dept. ✓
Salem, Oregon
(Atten: Mr. R. H. Baldock,
State Highway Engr.)

Gentlemen:

Kindly refer to Lloyd's, London Certs. LM-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Hepner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad track structure and facilities (retaining wall) were damaged on OCTOBER 13, 1953 at Railroad M.P. 138.09 by construction operations of State's contractor (Goodfellow Bros., Inc.)

We expect to present claim for this damage when the amount has been determined.

Please acknowledge receipt of this notice?

Yours very truly,

J. G. Kimmell
J. G. Kimmell,
Superintendent



C O P Y

OFFICE OF SUPERINTENDENT
2525 W. Larrabee Avenue
Portland 12, Oregon

OCTOBER 28, 1953

(File D 315-2-45)

GOODFELLOW BROS., INC.
P. O. Box 1337
Wenatchee, Washington

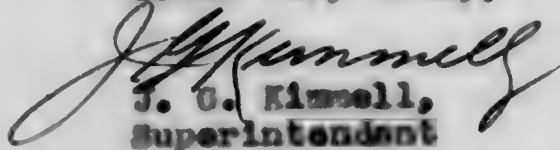
Gentlemen:

Under contract between your company and the Oregon State Highway Commission you are performing work on the Arlington-Hoppper Junction Section of the Columbia River Highway in Gilliam County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to the Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific Bill No. 639445 dated October 9, 1953 in the amount of \$70.67 covering part, but not all, of this damage. Bills for other damage will be rendered when compiled. Bill No. 639445 covers certain damage caused by your operations in the vicinity of Railroad M.P. 138.15 and 138.21 occurring on AUGUST 17 and 19, 1953, respectively.

Kindly favor us with payment at your early convenience.

Yours very truly,


J. G. Kimmell,
Superintendent

cc:
Lloyd's, London,
a/c Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Dooley & Co.,
Board of Trade Building
Portland 4, Oregon

Oregon State Highway Commission, Salem, Oregon
(Attn: Mr. R. H. Baldoock, State Hwy. Engr.)

NOTED
W. C. WILLIAM

RECEIVED

NOV 2 1953

FOR FILING

October 28, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

This will acknowledge receipt of your letter of October 23 and your two letters of October 26 advising of damage by Goodfellow Bros., Inc., contractor on the Arlington-Heppner Junction Section of the Columbia River Highway, as follows:

October 15, 1953

RR M.P. 138.06 - damage to track structure and railroad facilities (retaining wall)
RR M.P. 0.05 - Condon Branch, damage to track structure

October 16, 1953

RR M.P. 138.06 - damage to railroad track structures
RR M.P. 0.06 -

October 17, 1953

RR M.P. 0.08 - Condon Branch, damage to railroad equipment (Caboose 3530)

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

OFFICE OF SUPERINTENDENT
2525 North Larrabee Ave.,
Portland 12, Oregon

OCTOBER 23, 1953
(File: D 315 - 2 - 45)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

cc: Goodfellow Bros., Inc.
P.O. Box 1337
Wenatchee, Wash.

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

cc: Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Baldock,
State Hwy. Engineer)

Gentlemen:

Kindly refer to Lloyd's, London Certificates LM-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Heppner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on October 15, 1953 Railroad property was damaged as follows:

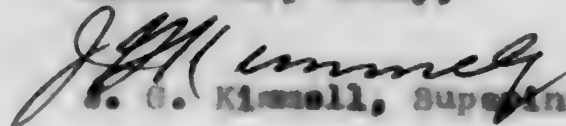
Railroad M.P. 138.08 - damage to track structure and railroad facilities (retaining wall).
" " 0.05 - Condon Branch, damage to track structure.

These damages were caused by the State's contractor, GOODFELLOW BROS., INC.

We expect to present claim for damages when the amounts have been determined.

Kindly acknowledge receipt of this notice?

Yours very truly,


E. G. Kinnell, Superintendent

OFFICE OF SUPERINTENDENT
2525 W. Larrabee Avenue
Portland 12, Oregon

OCTOBER 26, 1953

(File D 315-2-45)

**REGISTERED MAIL -
RETURN RECEIPT REQUESTED**

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

cc: Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Wash.

cc: Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Balcock,
State Highway Engineer)

Gentlemen:

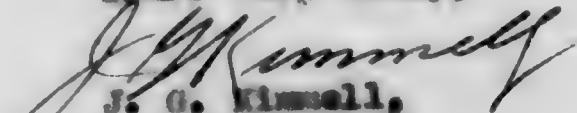
Please refer to Lloyd's, London Certificates LM-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Happner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad track structures were damaged at Railroad M.P. 138.06 and M.P. 0.06 Condon Branch on OCTOBER 16, 1953, by construction operations of Highway contractor (GOODFELLOW BROS., INC).

We expect to present claim for this damage when the amounts have been determined.

Kindly acknowledge receipt of this notice.

Yours very truly,


J. G. Kimmell,
Superintendent

OFFICE OF SUPERINTENDENT
2525 W. Larrabee Avenue
Portland 12, Oregon

OCTOBER 26, 1953

(File: D 315-2-45)

REGISTERED MAIL --
RETURN RECEIPT REQUESTED

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

GOI
Goodfellow Bros., Inc.
P.O. Box 1337
Wenatchee, Washington

Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Baldock,
State Highway Engineer)

Gentlemen:

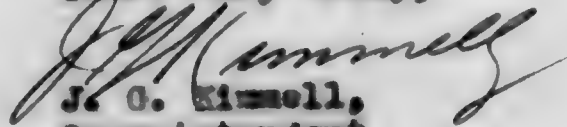
Kindly refer to Lloyd's, London Certs. LX-16598, L-41090
and L-41091 in favor of Oregon-Washington Railroad & Navigation
Company and Union Pacific Railroad Company, covering damage to
property occurring during construction of the Arlington-Happner
Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Rail-
road & Navigation Company and Union Pacific Railroad Company hereby
notify you that Railroad equipment (Caboose 3530) was damaged on
OCTOBER 17, 1953 at approximate Railroad M.P. 0.08 Gordon Branch
by the operations of State's contractor (Goodfellow Bros., Inc.).

We expect to present claim for this damage when the
amount has been determined.

Please acknowledge receipt of this letter?

Yours very truly,


J. O. Kimmell,
Superintendent

RECEIVED

FOR FILING

October 22, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

This will acknowledge receipt of your letters under date of October 15 reporting damage by operations of Goodfellow Bros., Inc., contractor on the Arlington-Happner Junction Section of the Columbia River Highway, as follows:

Damage to railroad section facilities
at Arlington

October 8, 1953

Damage to railroad track structure at
RR M.P. 0.01

October 10, 1953

Damage to retaining wall at RR M.P. 138.1

October 8, 1953
October 10, 1953

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

UNION PACIFIC RAILROAD COMPANY
OFFICE OF SUPERINTENDENT
2525 No. Larrabee Avenue
Portland 12, Oregon

OCTOBER 15, 1953

(File: D 315-2-45)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED.

cc:

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Wash.

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Baldock,
State Hwy. Engineer)

Gentlemen:

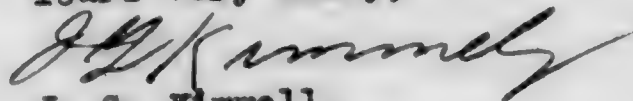
Reference is made to Lloyd's, London Certificates LM-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Happner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad section facilities at Arlington were damaged on OCTOBER 8, 1953 by the construction operations of State's contractor, GOODFELLOW BROS., INC.

We expect to present a claim for this damage when the amount has been determined.

Please acknowledge receipt of this letter.

Yours very truly,


J. G. Kimmell,
Superintendent

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

OCTOBER 15, 1953

(File: D 315-2-45)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

cc: Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Wash.

cc: Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Baldoek,
State Hwy. Engineer)

Gentlemen:

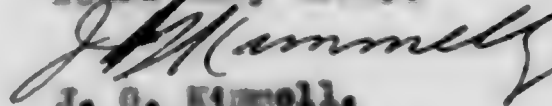
Please refer to Lloyd's, London Certificates LN 16598, L 41090 and L 41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Heppner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad track structure was damaged on October 10, 1953 at Railroad M.P. 0.01 Condon Branch by construction operations of State's contractor (GOODFELLOW BROS., INC.).

We expect to present claim for this damage when the amount has been determined.

Kindly acknowledge receipt of this letter.

Yours very truly,


J. O. Kinnell,
Superintendent

UNION PACIFIC RAILROAD COMPANY
OFFICE OF SUPERINTENDENT
2525 No. Larrabee Avenue
Portland 12, Oregon

OCTOBER 15, 1953
(File: D 315-2-45)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

(cc - Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Wash.

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

(cc - Oregon State Highway Dept.
Salem, Oregon
Atten: Mr. R. H. Baldock,
State Highway Engineer)

Gentlemen:

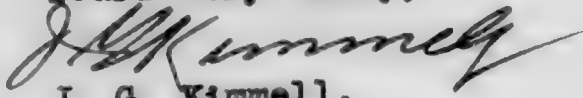
Kindly refer to Lloyd's, London Certificates LM-16598,
L-41090 and L-41091 in favor of Oregon-Washington Railroad &
Navigation Company and Union Pacific Railroad Company, covering
damage to property occurring during construction of the Arlington-
Heppner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad
& Navigation Company and Union Pacific Railroad Company hereby
notify you that railroad facilities (retaining wall) were damaged
on OCTOBER 8, 1953 and again on OCTOBER 10, 1953, at Railroad M.P.
138.1 by construction operations of State's contractor, GOODFELLOW
BROS., INC.

We expect to present claim for these damages when the
amounts have been determined.

Please acknowledge receipt of this letter.

Yours very truly,


J. G. Kimmell,
Superintendent

RECEIVED

FOR FILING

131-11511

October 15, 1953

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Reference is made to protection of Western Union wire and other facilities during blasting operations of the State's contractor immediately east of Arlington on the Arlington-Willow Creek Section. I have been advised by our Division Engineer that the contractor has been instructed to do no more blasting until the Union Pacific Railroad Company is apprised by letter from this office that the State will pay for services of a standby inspector. I am further advised that your Company proposed to assign a man from one of your extra gang crews to Arlington, and that we pay his salary for such days as he stands by at the blasting operations and that it is requested that we pay his entire expenses.

In conformance with my telephone conversation with your Mr. Bay-singer of this date, this is to advise of the State's acceptance of this plan wherein we will pay salary for the days assigned to the blasting operations, plus total expenses which have been estimated at \$200 per mile.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. A. F. Parson

RECEIVED

FOR FILING

111
3-2-4

October 15, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

Receipt is acknowledged of your letter under date of
October 12 advising of damage to railroad track structure on
October 7 at Railroad M.P. 138.10 by operations of Goodfellow Bros.,
Inc., contractor on the Arlington-Hepner Junction Section of the
Columbia River Highway.

Very truly yours,

R. H. Baldoek
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

OFFICE OF SUPERINTENDENT
2525 N.. Larrabee Avenue
Portland 12, Oregon

OCTOBER 12, 1953

(File D 315-2-45)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Rathbone, King & Sealey
Board of Trade Building
Portland 4, Oregon

(cc - Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Wash.

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

(cc - Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Baldock,
State Highway Engineer)

Gentlemen:

Please refer to Lloyd's, London Certificates LM 16598, L 41090 and L 41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Happner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that the Railroad track structure was damaged on OCTOBER 7, 1953 at Railroad M. P. 138.10 by construction operations of contractor (GOODFELLOW BROS., Inc.).

We expect to present claim for this damage when the amount has been determined.

Kindly acknowledge receipt of this letter.

Yours very truly,

J. G. Kimmell
J. G. Kimmell,
Superintendent

OFFICE OF SUPERINTENDENT
2525 N.W. Larrabee Avenue
Portland 12, Oregon

OCTOBER 12, 1953

(File D 315-2-45)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Rathbone, King & Sealey
Board of Trade Building
Portland 4, Oregon

(cc - Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Wash.

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

(cc - Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Balcock,
State Highway Engineer)

Gentlemen:

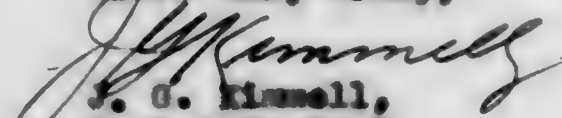
Please refer to Lloyd's, London Certificates LM 16598, L 41090 and L 41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Happner Junction Section of the Columbia River Highway.

In accordance with the policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that the Railroad track structure was damaged on OCTOBER 7, 1953 at Railroad M. P. 118.10 by construction operations of contractor (GOODFELLOW BROS., INC.).

We expect to present claim for this damage when the amount has been determined.

Kindly acknowledge receipt of this letter?

Yours very truly,


J. G. Kinnell,
Superintendent

RECEIVED
FOR FILING

October 8, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

This will acknowledge receipt of your letter of October 2 advising that railroad track structure was damaged on September 24 and again on September 26, at Railroad M.P. 138.14, by construction operations of Goodfellow Bros., Inc., contractor on the Arlington-Heppner Junction Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. W. C. Williams

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

OCTOBER 2, 1953

(File D 315-2-45)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Hathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

(cc - Goodfellow Bros., Inc.
P.O. Box 1337
Wenatchee, Washington

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

(cc - Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Hallock,
State Hwy. Engr.)

Gentlemen:

Please refer to Lloyd's, London Certificates LN 16598, L 41090 and L 41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Heppner Junction Section of the Columbia River Highway.

In accordance with the policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that the Railroad track structure was damaged on SEPTEMBER 24, 1953 and again on SEPTEMBER 28, 1953 at Railroad M.P. 138.14 by construction operations of contractor (GOODFELLOW BROS., INC.).

We expect to present claims for these damages when the amounts have been determined.

Kindly acknowledge receipt of this letter?

Yours very truly,

J. G. Kinnell
J. G. Kinnell,
Superintendent

RECEIVED
SEP 18 1953
FOR FILING

September 17, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

We have your letter of September 15 advising of damage
to railroad track structure on September 10 at R.R. M.P. 138.21 due
to construction on the Arlington-Heppner Junction Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

SEPTEMBER 15, 1953

File: D 315-2-45

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

(cc: Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

Dooley & Co.
Board of Trade Building
Portland 4, Oregon

Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Baldock,
State Hwy. Engineer)

Gentlemen:

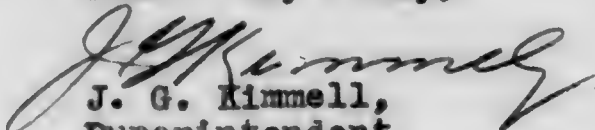
Please refer to Lloyd's, London Certificates LM-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Hepner Junction Section of the Columbia River Highway.

In accordance with the policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that the Railroad track structure was damaged on SEPTEMBER 10, 1953 at Railroad M.P. 138.21 by construction operations of contractor (GOODFELLOW BROS., INC.).

We expect to present claim for this damage when the amount has been determined.

Please acknowledge receipt of this letter.

Yours very truly,


J. G. Kimmell,
Superintendent

RECEIVED
FOR FILING

FORM 1-30 29M 1-51 R2114

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
INTER-DEPARTMENT CORRESPONDENCE
September 16, 1953

SUBJECT:

To:

Mr. John Walker
Resident Engineer
State Highway Dept.
Boardman, Oregon

Dear Sir:

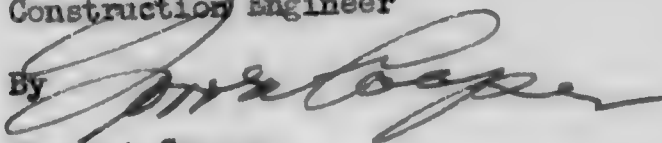
Due to the objection of the Union Pacific Railroad to our alternate plan for handling the tracks at Arlington, it will be necessary to revert to our original proposal to extend the Condon branch tracks easterly.

The matter of a retaining wall has been referred to the Bridge Department and they are proceeding with the design details.

Very truly yours,

H. G. Smith
Construction Engineer

By


Forrest Cooper
Ass't. Construction Engineer

FC:js

W. C. Williams
cc A. F. Parson
G. S. Paxson

RECEIVED
SEP 17 1953
FOR FILING

BFI-145(9)
3854

September 15, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

This is to acknowledge receipt of your letter of September 9 advising of damage, on September 4, to railroad track structure at R.R. M.P. 138.15, said damage having been caused by construction operations of Goodfellow Bros., contractor on the Arlington-Heppner Junction Section of the Columbia River Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

SEPTEMBER 9, 1953

(File D 315-2-45)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED.

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

CC1
Goodfellow Bros., Inc.
P.O. Box 1337
Wenatchee, Washington

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

 Oregon State Highway Dept.
Salem, Oregon
(Attn: Mr. R. H. Baldock,
State Hwy. Engineer)

Gentlemen:

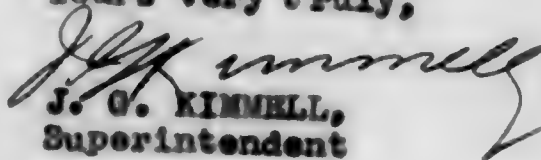
Please refer to Lloyd's, London Certificates LM-16598, L-41090 and L-41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Hepburn Junction Section of the Columbia River Highway.

In accordance with the policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that the Railroad track structure was damaged on SEPTEMBER 4, 1953 at R.R. M.P. 138.15 by construction operations of contractor (GOODFELLOW BROS., INC.).

We expect to present claim for this damage when the amount has been determined.

Please acknowledge receipt of this letter?

Yours very truly,


J. G. KIMMELL,
Superintendent

RECEIVED
SEP 11 1953
FOR FILING

BFT-145(9)
3384

September 9, 1953

Mr. J. G. Kinnell, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-45

Dear Sir:

We have your letter of September 4 advising of damage to railroad track structure caused by operations of Goodfellow Brothers, contractor on the Arlington-Heppner Junction Section, said damage occurring at Railroad M.P. 138.15 on August 17 and at Railroad M.P. 138.21 on August 19.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

mc

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

SEPTEMBER 4, 1953

(File D 315-2-45)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland 4, Oregon

Dooly & Co.
Board of Trade Building
Portland 4, Oregon

cc: Goodfellow Bros., Inc.
P.O. Box 1337
Wenatchee, Washington

cc: Oregon State Highway Comm.
Salem, Oregon
(Attn: Mr. R. H. Baldoak,
State Hwy. Engr.)

Gentlemen:

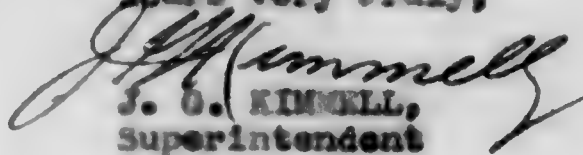
Please refer to Lloyd's, London Certificates LH 16598, L 41090 and L 41091 in favor of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, covering damage to property occurring during construction of the Arlington-Heppner Junction Section of the Columbia River Highway.

In accordance with the policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that the Railroad track structure was damaged AUGUST 17, 1953 at approximate RR. M.P. 138.15, and again on AUGUST 19, 1953 at RR. M.P. 138.21 by construction operations of contractor (GOODFELLOW BROS., INC.).

We expect to present claims for these damages when the amounts have been determined.

Please acknowledge receipt of this letter?

Yours very truly,


J. O. KIMMELL,
Superintendent

RECEIVED
AUG 25 1953
FOR FILING

1953 11 11

August 24, 1953

Mr. E. F. Kidder, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee
Portland 12, Oregon

Dear Sir:

I am returning the agreement between the Oregon-Washington Railroad & Navigation Company, the Union Pacific Railroad Company, and the State of Oregon for the easement for a grade crossing at Arlington, with the suggestion that paragraph three on page seven and the accompanying map be modified in accordance with the tentative agreement which you and H. G. Smith made recently at Arlington.

The cliffs and lower slopes adjacent to the track, upon being partly opened up by the contractor, have proven less uniform than the usual basalt cliffs found in Eastern Oregon, and it is felt that it would be much simpler and more satisfactory to both parties to lay a new main line on the subgrade which you prepared several years ago and adjust the connections so that you will have the four full tracks, one of which would be used by the Condon Branch. This apparently fits as well or better into your proposed extension of the passing track to the east and will avoid crowding the Condon Branch into the high cliffs where a considerable amount of retaining wall would be necessary. The cliffs themselves contain a considerable amount of decomposed material, and the talus banks have pockets of almost pure blow sand, which would make it difficult to excavate for retaining walls.

The proposed design will avoid much of the work which the contractor would have to do in hauling along and across the yards and will only necessitate his doing a small amount of cleanup.

Inasmuch as we are now operating under a temporary permit, it is not felt that it will be inconvenient to hold this agreement until the permanent plans are worked out; otherwise, a supplementary agreement would need to be executed, which would be bothersome to both parties.

You have copies of the proposed plans.

I am submitting, under separate cover, three prints of the plan showing protection at the Union Pacific oil tank. Should this plan not meet your approval, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

HGS:AR WCW:me
cc Mr. H. G. Smith

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

JULY 29, 1953

(File D 315-2-45)

Mr. R. H. Baldock, State Hwy. Engr.
Oregon State Highway Department
Salem, Oregon

Atten: Mr. W. C. Williams,
Assistant State Hwy. Engr.

MR. W. C. WILLIAMS
FORREST COOPER

Dear Sir:

Re: Arlington-Heppner Jct. Section
Columbia River Highway

Attached for your consideration are duplicate originals of an agreement between the State of Oregon and the Railroads, granting an easement for the crossing of our Condon Branch and defining other features of construction and maintenance on the project.

In line with understanding reached with Mr. Cooper, the agreement (Section 3(c)) provides for a clearance of 10 feet between our fuel oil storage tank and a highway retaining wall. Section 1(a) Second provides an easement, not exceeding four feet in width, for the footing of retaining wall. The information we have on the location of the wall indicates it will encroach a substantial amount on the 10-foot clearance provided in Section 3(c); for this reason and because a shift in the location may affect the length of the wall, it has not been shown on Exhibit A. It is asked that when location and length of the wall is determined, it be shown on the Exhibit, and the information be furnished this office in order that the wall may be shown on the Exhibit tracing.

After showing the retaining wall on Exhibit A, please arrange for the execution of the agreement by the Highway Commission, after which both documents should be returned to

#2
Mr. R. H. Baldock

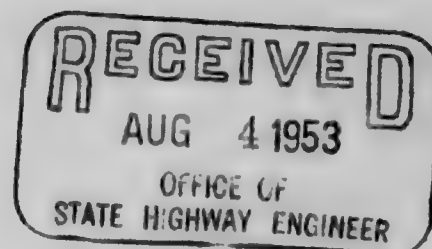
July 29, 1953

me for submission to my principals. When the agreement is completed, one fully executed copy will be returned for your records.

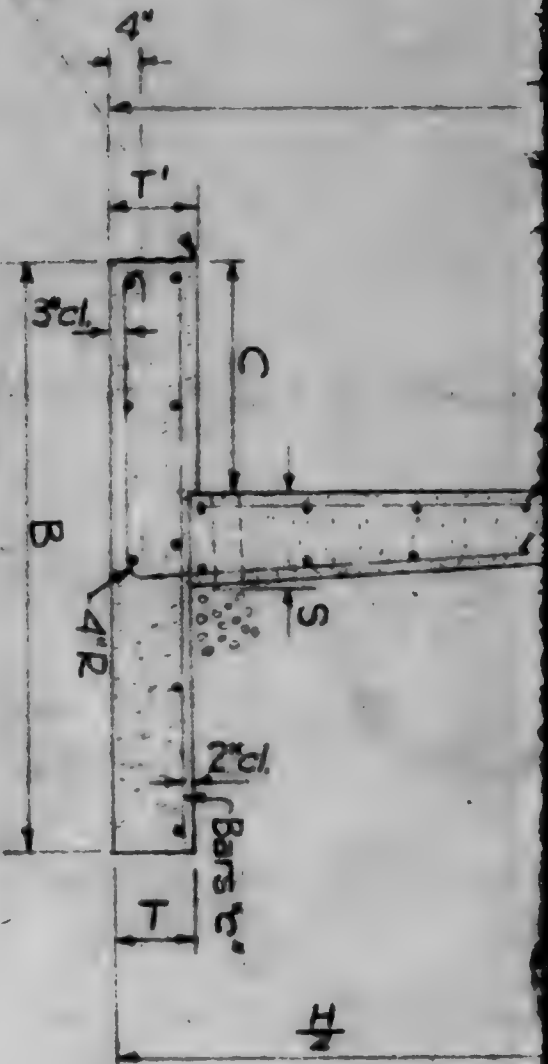
Yours very truly,



E. F. Kidder,
Division Engineer



Pour this edge against
undisturbed mtl



RETAINING WALL DETAILS

Scale 1/4" = 1'-0"

All concrete to be class "A" (f_c = 1100 p.s.i.)
Reinforcing steel (f_s = 20,000 p.s.i.)

4" diam. weep holes backed up with gravel or
crushed rock, at not over 30 ft. chrs.

OLSON
STATE HIGHWAY COMMISSION

PROPOSED PLANS OF RETAINING WALL

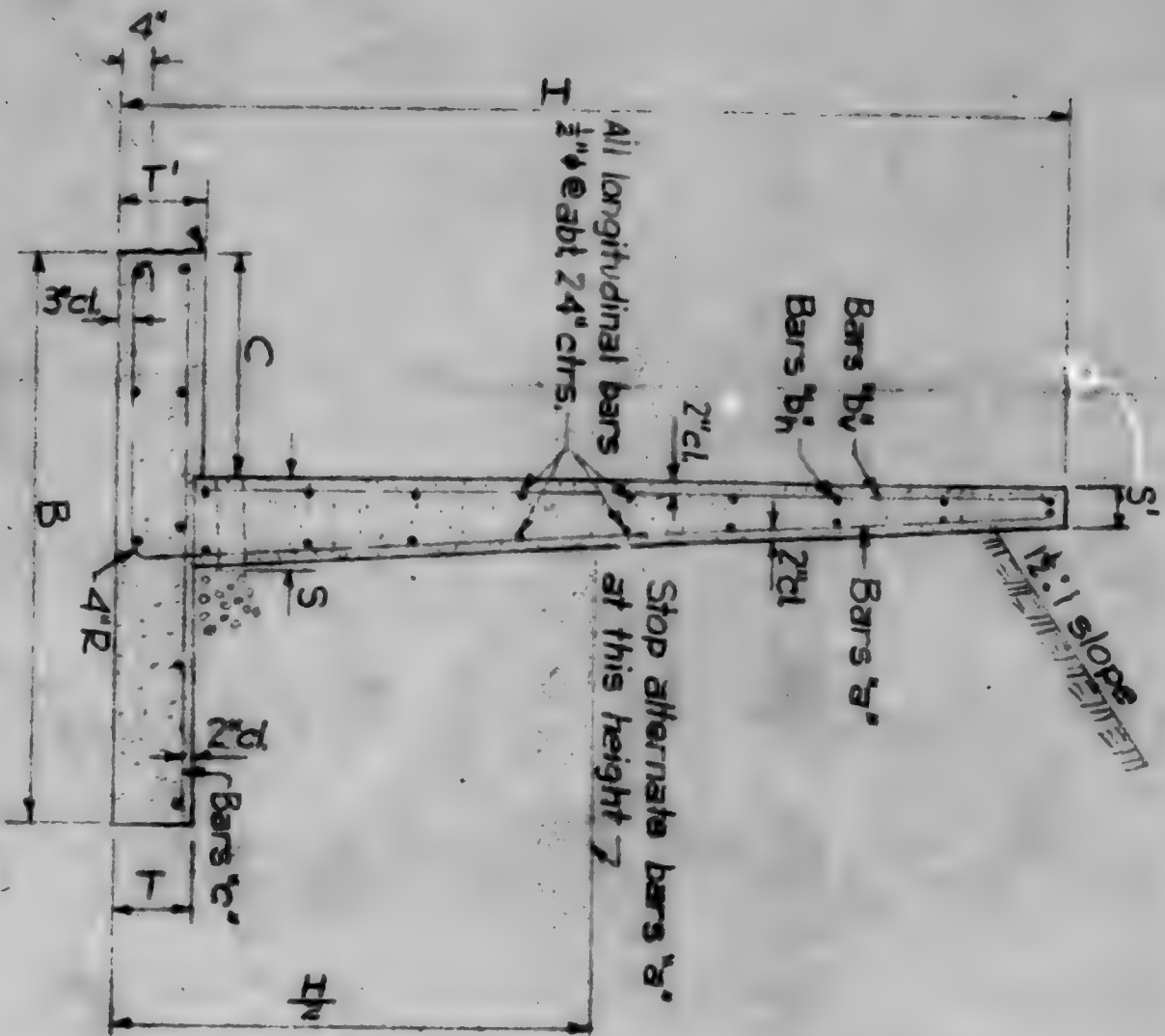
STATION 31+05 - 31+85

ARLINGTON-HEPPNER JUNCTION SECTION

COLUMBIA RIVER HIGHWAY

Pour this edge against
undisturbed mtl.

RETAINING WALL DETAILS Scale 1/4" = 1'-0"



4" diam. weep holes backed up with gravel or
crushed rock, at not over 30 ft. ctrs.

All concrete to be class "A" (fc = 100 p.s.i.)
Reinforcing steel (fs = 20,000 p.s.i.)

PROFILE AT STA. 31+35
Scale 1"=10:0'

Oil Tank

E138.5

E155.8

E158.5

Solid Rock

1 1/2:1 slope

25.0'

Construction &

Bars 'b'
Bars 'b'

Bars 'a'

2' cl

2' cl

1 1/2:1 slope

S'

All longitudinal bars

Stop alternate bars 'a' at this height 7

25.0'

1 1/2:1 slope

E1 58.5

E1 55.8

Solid Rock

Oil Tank

E1 38.5

PROFILE AT STA. 31+35
Scale 1"=10:0'

All longitudinal
1"=24'

B
B

Solid Rock

Oil Tank

E138.5

PROFILE AT STA. 31+35
Scale 1"=10'-0"

Sta. 32+00
53.0'

H	B	C	S'	S	T'	T
H ₁ (8)	4'-9"	2'-0"	7"	8"	9"	8"
H ₂ (10)	6'-0"	2'-4"	7"	10"	10"	9"
H ₃ (14)	8'-6"	3'-3"	8"	15"	15"	14"
H ₄ (18)	10'-10"	4'-3"	9"	20"	20"	18"

H	Reinforcing Steel in Stem of Wall	Steel in Footing
	bars "a"	bars "c"
H ₁	3/8" bars @ 6" ctrs	1/2" bars @ 6" ctrs.
H ₂	1/2" " @ 6" "	3/4" " @ 5" "
H ₃	1" " @ 6 1/2" "	7/8" " @ 5 1/2" "
H ₄	1 1/8" " @ 7" "	1" " @ 5" "

Note: Excavation to be made prior to prefabricating steel.

Pour this edge again
undisturbed mtl.

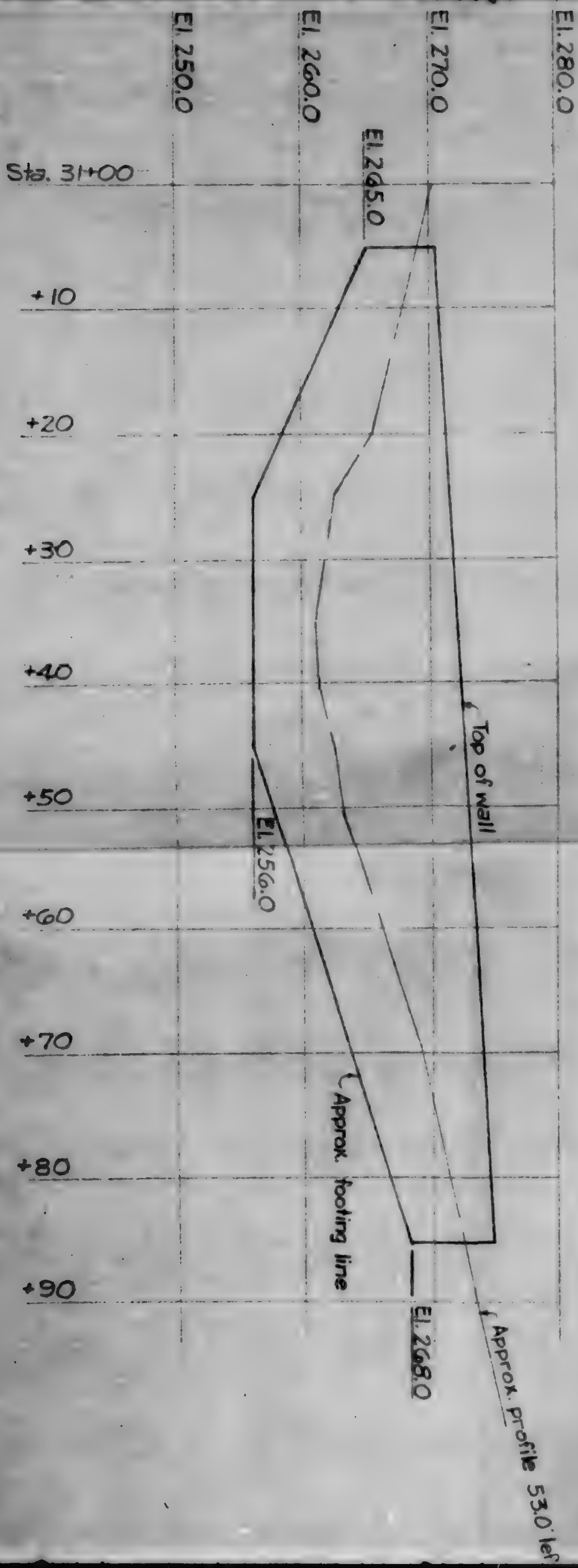
Profile 53.0' left

Sta. 31+00

Construction & 7

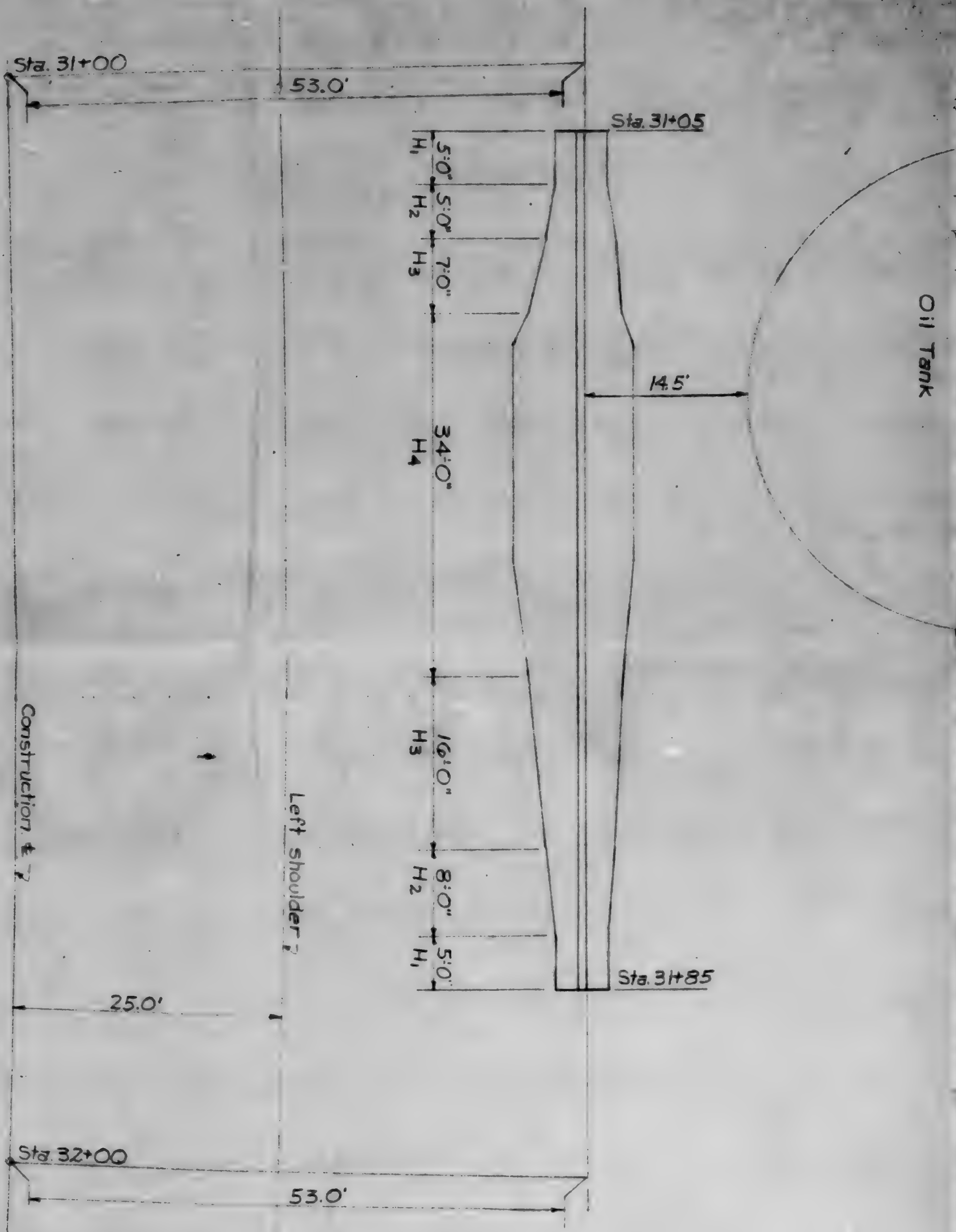
Sta. 32+00

PLAN
Scale 1"=10'0"



ELEVATION
Scale 1"=10'0"

PLAN



Sta. 31+05

5:0'
H₁
5:0'
H₂
7:0'
H₃

34:0'
H₄

16:0'
H₃

8:0'
H₂

5:0'
H₁

14.5'

Oil Tank

Sta. 31+85

State

Oregon

Federal Aid Bond Issue

Project No. BF-BFI-145(9)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of August, 1953,
by and between The Oregon State Highway Commission

_____, constituting

for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public
Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the
act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary
thereto:

Whereas the Highway Department of said State submitted on the 21st day
of November, 1952, a program, which was approved on
the 5th day of January, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the admin-
istration of the act, has furnished surveys, plans, specifications, and/or estimates for said project
which were recommended for approval by the District Engineer of the Bureau of Public Roads on
the 7th day of January, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans,
specifications, and/or estimates, and the sum of _____

seven hundred eleven thousand and 00/100

dollars (\$ 711,000.00) as the share of the United States payable under said act on account of said
project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost
thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully per-
formed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby
mutually agree as follows:

RSP

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of Bonds authorized by Chapter 491, Oregon

(Include date and citation of

Laws 1951, viz.:

(act of legislature by which authorized)

~~(b) From other sources~~		Beginning Date	
Issue	Amount	Date of Issue	of Maturities
First	\$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	10,000,000	Mar. 1, 1953	Mar. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 9+48.41 in the SE 1/4, Section 20, T-3-N, R-21-E, W.M.

in Arlington, and survey station 613+90.71 in the SE 1/4, Section 25, T-4-N,

R-22-E, W.M., except stations 15+21 to 16+35, 571+10 to 572+60, and 581+49 to

584+43

length 11.341 miles, in Gilliam County,

being Oregon Federal Aid / project No. BF-BFI-145(9) consisting of 11.341 miles of

roadway and NO bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____
seven hundred eleven thousand, and 00/100
 dollars (\$ 711,000.00), which does not exceed the authorized Federal pro rata share of _____
one million, one hundred forty-six thousand seven hundred eighty-five and 75/100
 dollars (\$ 1,146,785.75), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____

(Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

William J. [Signature]
SECRETARY

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By *Burt R. [Signature]*

Chairman, State Highway Commission

(Title of officer)

RECOMMENDED FOR APPROVAL:

By *Charles [Signature]*

Member, State Highway Commission

(Title of officer)

[Signature]
STATE HIGHWAY ENGINEER

By _____

Member, State Highway Commission

(Title of officer)

By _____

(Title of officer)

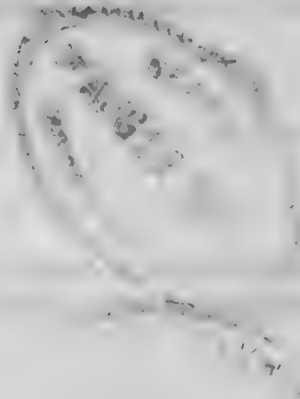
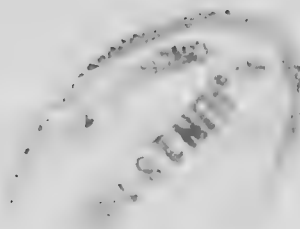
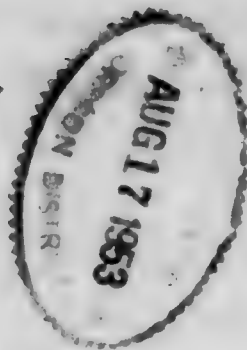
By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By *W. H. [Signature]*

Division Engineer,
Bureau of Public Roads.



Oregon State Highway Department

Federal Aid Project
No. HP-BFI-145 (9)

ARLINGTON-HEPPNER JUNCTION SECTION
OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1953

On Interstate System

Type Code 6201

2-Lane Roadway (Sta. 55+00 to Sta. 613+90.71) (Contract No. 3884)

All Required		Clearing and Grubbing (78%)		\$ 39,000.00
90 cu. yds.		Structural Excavation, Unclassified	\$ 4.00	360.00
20 cu. yds.		Trench Excavation, Unclassified	4.00	80.00
661,500 cu. yds.		General Excavation, Unclassified	0.52	343,980.00
2,109,000 yd. sta.		Short Overhaul	0.01	21,090.00
47,800 C-yd. sta.		Long Overhaul	0.40	19,120.00
3.75 miles		Finishing Roadbed and Slopes	700.00	2,625.00
17,200 lin. ft.		Rounding Cuthanks	0.20	3,440.00
830 lin. ft.		18-inch Corrugated Metal Pipe	5.00	4,150.00
480 lin. ft.		18-inch Extra Strength Corrugated Metal Pipe	6.00	2,880.00
90 lin. ft.		24-inch Corrugated Metal Pipe	10.00	900.00
117,970 cu. yds.		4 1/2" - 0 Material in Base	1.50	176,955.00
26,700 cu. yds.		3/4" - 0 Material in Base and Shoulders	1.75	46,725.00
3,000 M-gal.		Sprinkling	2.00	6,000.00
1,580 cu. yds.		3/4" - 0 Material in Binder Course	2.70	4,266.00
257 tons		BC-3 Asphalt in Binder Course	38.50	9,894.50
32,330 tons		Class "B" Asphaltic Concrete	5.50	177,815.00
148 tons		RS-1 Emulsified Asphalt in Seal Coat	36.00	5,328.00
840 cu. yds.		Aggregate in Seal Coat	4.25	3,570.00
10 cu. yds.		Excavation for Structure	4.00	40.00
60 cu. yds.		Class "A" Concrete	70.00	4,200.00
7,500 lbs.		Metal Reinforcement	0.14	1,050.00
		Subtotal		\$873,468.50
		10% Engr. & Cont.		87,346.85
		Total		\$960,815.35

Length of Roadway	10.500 miles
Length of 2 Bridges	0.084 mile (Exception)
Total Length	10.584 miles
Cost per mile	\$91,506.22

Not on Interstate SystemType Code 62012-Lane Roadway (Sta. 9+48.41 to Sta. 14+00)

All Required	Clearing and Grubbing (2%)		\$ 1,000.00
500 cu. yds.	General Excavation, Unclassified	\$0.52	260.00
0.09 mi.	Finishing Roadbed and Slopes	700.00	63.00
2,330 cu. yds.	4 1/2" - 0 Material in Base	1.50	3,495.00
400 cu. yds.	3/4" - 0 Material in Base and Shoulders	1.75	700.00
60 M-gal.	Sprinkling	2.00	120.00
20 cu. yds.	3/4" - 0 Material in Binder Course	2.70	54.00
3 tons	RC-3 Asphalt in Binder Course	38.50	115.50
370 tons	Class "B" Asphaltic Concrete	5.50	2,035.00
2 tons	RS-1 Emulsified Asphalt in Seal Coat	36.00	72.00
10 cu. yds.	Aggregate in Seal Coat	4.25	42.50
	Subtotal		\$ 7,957.00
	10% Engr. & Cont.		795.70
	Total		\$ 8,752.70

Length of Roadway 0.086 mile
 Cost per mile \$101,775.58

Type Code 62013-Lane Roadway (Sta. 24+64.49 to Sta. 55+00)

All Required	Clearing and Grubbing (15%)		\$ 7,500.00
40 cu. yds.	Structural Excavation, Unclassified	\$ 4.00	160.00
147,000 cu. yds.	General Excavation, Unclassified	0.52	76,440.00
590,000 yd. sta.	Short Overhaul	0.01	5,900.00
8,200 C-yd. sta.	Long Overhaul	0.40	3,280.00
0.58 mile	Finishing Roadbed and Slopes	700.00	406.00
3,000 lin. ft.	Rounding Outbanks	0.20	600.00
140 lin. ft.	16-inch Corrugated Metal Pipe	5.00	700.00
6,500 cu. yds.	4 1/2" - 0 Material in Base	1.50	9,750.00
1,340 cu. yds.	3/4" - 0 Material in Base and Shoulders	1.75	2,345.00
160 M-gal.	Sprinkling	2.00	320.00
120 cu. yds.	3/4" - 0 Material in Binder Course	2.70	324.00
20 tons	RC-3 Asphalt in Binder Course	38.50	770.00
2,400 tons	Class "B" Asphaltic Concrete	5.50	13,200.00
12 tons	RS-1 Emulsified Asphalt in Seal Coat	36.00	432.00
60 cu. yds.	Aggregate in Seal Coat	4.25	255.00

190 cu. yds.	Excavation for Structure	\$ 4.00	\$ 520.00
5 cu. yds.	Excavation Below Elevation Shown	20.00	100.00
30 cu. yds.	Class "A" Concrete	70.00	2,100.00
4,500 lbs.	Rebar Reinforcement	0.14	630.00
	Subtotal		\$125,732.00
	10% Engr. & Cont.		12,573.20
	Total		\$138,305.20

Length of Roadway 0.575 mile
Cost per mile \$240,530.76

Type Code 6201
1-Lane Roadway (Sta. 14+00 to Sta. 24+44.49)

All Required	Clearing and Grubbing (5%)		\$ 2,500.00
260 cu. yds.	Structural Excavation, Unclassified	\$ 4.00	1,040.00
19,500 cu. yds.	General Excavation, Unclassified	0.52	10,140.00
0.18 mile	Finishing Roadbed and Slopes	700.00	126.00
800 lin. ft.	Rounding Cutbanks	0.20	160.00
830 lin. ft.	12-inch Sewer Pipe	2.00	1,660.00
6 only	Concrete Catch Basins	200.00	1,200.00
30 cu. yds.	Concrete Curbs	60.00	1,800.00
3,200 cu. yds.	4" - 0 Material in Base	1.50	4,800.00
560 cu. yds.	3 1/4" - 0 Material in Base and Shoulders	1.75	980.00
80 M-gal.	Sprinkling	2.00	160.00
80 cu. yds.	3/4" - 0 Material in Binder Course	2.70	216.00
10 tons	RC-3 Asphalt in Binder Course	38.50	385.00
1,600 tons	Class "A" Asphaltic Concrete	5.50	8,800.00
8 tons	RS-1 Emulsified Asphalt in Seal Coat	36.00	288.00
40 cu. yds.	Aggregate in Seal Coat	4.25	170.00
950 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	950.00
	Subtotal		\$ 35,375.00
	10% Engr. & Cont.		3,537.50
	Total		\$ 38,912.50

Length of Roadway 0.180 mile
Length of Bridge 0.021 mile (Exception)
Total Length 0.201 miles
Cost per mile \$216,180.55

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
<u>On Interstate System</u>			
2-Lane Roadway	\$ 960,815.35	\$595,699.00	\$365,116.35
<u>Not on Interstate System</u>			
2-Lane Roadway	8,752.70	5,427.00	3,325.70
3-Lane Roadway	138,305.20	85,748.00	52,557.20
4-Lane Roadway	<u>38,912.50</u>	<u>24,126.00</u>	<u>14,786.50</u>
	\$1,146,785.75	\$711,000.00	\$435,785.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939; Chap. 491, laws 1951
State Funds for Maintenance: Chap. 529, laws 1939

January 7, 1953

Mr. R. H. Baldoek
State Highway Engineer
Salem, Oregon

Dear Sir:

The P. S. and E. documents for Oregon Project SF-BFI-145 (9), have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Please note the change in project designation from WFI to SF-BFI. The prefix SF is considered applicable to the portion of the project west of Station 55 due to uncertainty as to the ultimate location on that section.

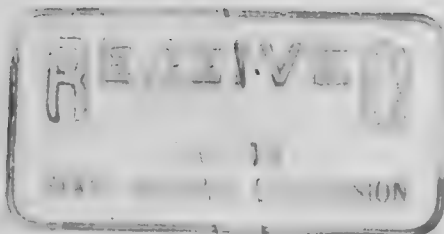
Very truly yours,

C. G. POLK
District Engineer

By

A. F. HESTER
Highway Engineer

*Arlington -
Hepburn Inst.*



BFI-145-1

ARLINGTON-HEPPNER JUNCTION SECTION
OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 6, 1953

Type Code 62012-Lane Roadway (Sta. 9+48.41 to Sta. 14+00) (Sta. 55+00 to 613+90.71)

All Required	Clearing and Grubbing (80%)	\$	4,000.00
90 cu. yds.	Structural Excavation, Unclassified	\$ 3.00	270.00
20 cu. yds.	Trench Excavation, Unclassified	3.00	60.00
662,000 cu. yds.	General Excavation, Unclassified	0.75	496,500.00
2,109,000 yd. sta.	Short Overhaul	0.015	31,635.00
47,800 C-yd. sta.	Long Overhaul	0.50	23,900.00
3.84 miles	Finishing Roadbed and Slopes	800.00	3,072.00
17,200 lin. ft.	Rounding Cutbanks	0.20	3,440.00
830 lin. ft.	18-inch Corrugated Metal Pipe	4.75	3,942.50
480 lin. ft.	18-inch Extra Strength Corrugated Metal Pipe	6.00	2,880.00
90 lin. ft.	24-inch Corrugated Metal Pipe	6.00	540.00
120,300 cu. yds.	4 1/2" - 0 Material in Base	1.35	162,405.00
27,100 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	60,975.00
3,060 H-gal.	Sprinkling	2.50	7,650.00
1,600 cu. yds.	3/4" - 0 Material in Binder Course	3.50	5,600.00
260 tons	RC-3 Asphalt in Binder Course	42.00	10,920.00
32,700 tons	Class "B" Asphaltic Concrete	5.85	191,295.00
150 tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	6,750.00
850 cu. yds.	Aggregate in Seal Coat	5.00	4,250.00
10 cu. yds.	Excavation for Structure	10.00	100.00
60 cu. yds.	Class "A" Concrete	65.00	3,900.00
7,500 lbs.	Metal Reinforcement	0.12	900.00

Subtotal \$1,024,984.50

10% Engr. & Cont. 102,498.45

Total \$1,127,482.95

Length of Roadway 10.586 miles
 Length of 2 Bridges 0.084 mile (Exception)
 Total Length 10.670 miles
 Cost per mile \$106,506.98

Type Code 6201

3-Lane Roadway (Sta. 24+64.49 to Sta. 55+00)

All Required	Clearing and Grubbing (15%)		\$	750.00
40 cu. yds.	Structural Excavation, Unclassified	\$ 3.00		120.00
147,000 cu. yds.	General Excavation, Unclassified	0.75		110,250.00
590,000 yd. sta.	Short Overhaul	0.015		8,850.00
8,200 C-yd. sta.	Long Overhaul	0.50		4,100.00
0.58 mile	Finishing Roadbed and Slopes	800.00		464.00
3,000 lin. ft.	Rounding Cutbanks	0.20		600.00
140 lin. ft.	18-inch Corrugated Metal Pipe	4.75		665.00
6,500 cu. yds.	4 1/2" - 0 Material in Base	1.35		8,775.00
1,340 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25		3,015.00
160 M-gal.	Sprinkling	2.50		400.00
120 cu. yds.	3/4" - 0 Material in Binder Course	3.50		420.00
20 tons	RC-3 Asphalt in Binder Course	42.00		840.00
2,400 tons	Class "B" Asphaltic Concrete	5.85		14,040.00
12 tons	RS-1 Emulsified Asphalt in Seal Coat	45.00		540.00
60 cu. yds.	Aggregate in Seal Coat	5.00		300.00
130 cu. yds.	Excavation for Structure	10.00		1,300.00
5 cu. yds.	Excavation Below Elevation Shown	20.00		100.00
30 cu. yds.	Class "A" Concrete	65.00		1,950.00
4,500 lbs.	Metal Reinforcement	0.12		540.00
	Subtotal		\$	158,019.00
	10% Engr. & Cont.			15,801.90
	Total		\$	173,820.90
	Length of Roadway	0.575 mile		
	Cost per mile	\$302,297.21		

Type Code 6201

4-Lane Roadway (Sta. 14+00 to Sta. 24+64.49)

All Required	Clearing and Grubbing (5%)		\$	250.00
260 cu. yds.	Structural Excavation, Unclassified	\$ 3.00		780.00
19,500 cu. yds.	General Excavation, Unclassified	0.75		14,625.00
0.18 mile	Finishing Roadbed and Slopes	800.00		144.00
800 lin. ft.	Rounding Cutbanks	0.20		160.00
830 lin. ft.	12-inch Sewer Pipe	1.75		1,452.50
6 only	Concrete Catch Basins	85.00		510.00
30 cu. yds.	Concrete Curbs	55.00		1,650.00
3,200 cu. yds.	4 1/2" - 0 Material in Base	1.35		4,320.00

560 cu. yds.	3/4" - 0 Material in Base and Shoulders	\$ 2.25	\$ 1,260.00
80 M-gal.	Sprinkling	2.50	200.00
80 cu. yds.	3/4" - 0 Material in Binder Course	3.50	280.00
10 tons	MC-3 Asphalt in Binder Course	42.00	420.00
1,600 tons	Class "B" Asphaltic Concrete	5.85	9,360.00
8 tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	360.00
40 cu. yds.	Aggregate in Seal Coat	5.00	200.00
950 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	950.00

Subtotal \$ 36,921.50

10% Engr. & Cont. 3,692.15

Total \$ 40,613.65

Length of Roadway 0.180 mile
Length of Bridge 0.021 mile (Exceptions)
Total Length 0.201 mile
Cost per mile \$202,057.96

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
2-Lane Roadway	\$1,127,482.95	\$599,065.00	\$528,417.95
3-Lane Roadway	173,820.90	92,356.00	81,464.90
4-Lane Roadway	<u>40,613.65</u>	<u>21,579.00</u>	<u>19,034.65</u>
	\$1,341,917.50	\$713,000.00	\$628,917.50

Oregon State Highway Department

Federal Aid Project
No. BPI-145 (9)

BF-BPI 145 (9)

ARLINGTON-HEPPNER JUNCTION SECTION

OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 6, 1953

Type Code 6201

2-Lane Roadway (Sta. 9+48.41 to Sta. 14+00) (Sta. 55+00 to 613+90.71)

All Required	Clearing and Grubbing (80%)		\$ 4,000.00
90 cu. yds.	Structural Excavation, Unclas-		
	sified	\$ 3.00	270.00
20 cu. yds.	Trench Excavation, Unclas-		
	sified	3.00	60.00
662,000 cu. yds.	General Excavation, Unclas-		
	sified	0.75	496,500.00
2,109,000 yd. sta.	Short Overhaul	0.015	31,635.00
47,800 C-yd. sta.	Long Overhaul	0.50	23,900.00
3.84 miles	Finishing Roadbed and Slopes	800.00	3,072.00
17,200 lin. ft.	Rounding Cutbanks	0.20	3,440.00
830 lin. ft.	18-inch Corrugated Metal Pipe	4.75	3,942.50
480 lin. ft.	18-inch Extra Strength Corru-		
	gated Metal Pipe	6.00	2,880.00
90 lin. ft.	24-inch Corrugated Metal Pipe	6.00	540.00
120,300 cu. yds.	4 1/2" - 0 Material in Base	1.35	162,405.00
27,100 cu. yds.	3/4" - 0 Material in Base and		
	Shoulders	2.25	60,975.00
3,060 M-gal.	Sprinkling	2.50	7,650.00
1,600 cu. yds.	3/4" - 0 Material in Binder		
	Course	3.50	5,600.00
260 tons	BC-3 Asphalt in Binder Course	42.00	10,920.00
32,700 tons	Class "B" Asphaltic Concrete	5.85	191,295.00
150 tons	RS-1 Emulsified Asphalt in		
	Seal Coat	45.00	6,750.00
850 cu. yds.	Aggregate in Seal Coat	5.00	4,250.00
	Subtotal		\$1,020,084.50
	10% Engr. & Cont.		102,008.45
	Total		\$1,122,092.95

Length of Roadway 10.586 miles
Length of 2 Bridges 0.084 mile (Exceptions)
Total Length 10.670 miles
Cost per mile \$105,997.82

Type Code 6201
3-Lane Roadway (Sta. 24+64.49 to Sta. 55+00)

All Required	Clearing and Grubbing (15%)		\$ 750.00
40 cu. yds.	Structural Excavation, Unclas- sified	\$ 3.00	120.00
147,000 cu. yds.	General Excavation, Unclas- sified	0.75	110,250.00
590,000 yd. sta.	Short Overhaul	0.015	8,850.00
8,200 C-yd. sta.	Long Overhaul	0.50	4,100.00
0.58 mile	Finishing Roadbed and Slopes	800.00	464.00
3,000 lin. ft.	Rounding Cutbanks	0.20	600.00
140 lin. ft.	18-inch Corrugated Metal Pipe	4.75	665.00
6,500 cu. yds.	4 1/2" - 0 Material in Base	1.35	8,775.00
1,340 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	3,015.00
160 M-gal.	Sprinkling	2.50	400.00
120 cu. yds.	3/4" - 0 Material in Binder Course	3.50	420.00
20 tons	BC-3 Asphalt in Binder Course	42.00	840.00
2,400 tons	Class "B" Asphaltic Concrete	5.85	14,040.00
12 tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	540.00
60 cu. yds.	Aggregate in Seal Coat	5.00	300.00
130 cu. yds.	Excavation for Structure	10.00	1,300.00
5 cu. yds.	Excavation Below Elevation Shown	20.00	100.00
30 cu. yds.	Class "A" Concrete	65.00	1,950.00
4,500 lbs.	Metal Reinforcement	0.12	540.00
	Subtotal		\$ 158,019.00
	10% Engr. & Cont.		15,801.90
	Total		\$ 173,820.90

Length of Roadway 0.575 mile
 Cost per mile \$302,297.21

Type Code 6201 ¹⁴⁺⁰⁰ ^{24+64.49}
4-Lane Roadway (Sta. 15+21 to Sta. 16+35)

All Required	Clearing and Grubbing (5%)		\$ 250.00
260 cu. yds.	Structural Excavation, Unclas- sified	\$ 3.00	780.00
19,500 cu. yds.	General Excavation, Unclas- sified	0.75	14,625.00
0.18 mile	Finishing Roadbed and Slopes	800.00	144.00
800 lin. ft.	Rounding Cutbanks	0.20	160.00
830 lin. ft.	12-inch Sewer Pipe	1.75	1,452.50
6 only	Concrete Catch Basins	85.00	510.00
30 cu. yds.	Concrete Curbs	55.00	1,650.00
3,200 cu. yds.	4 1/2" - 0 Material in Base	1.35	4,320.00

560 cu. yds.	3/4" - 0 Material in Base and Shoulders	\$ 2.25	\$ 1,260.00
80 M-gal.	Sprinkling	2.50	200.00
80 cu. yds.	3/4" - 0 Material in Binder Course	3.50	280.00
10 tons	RC-3 Asphalt in Binder Course	42.00	420.00
1,600 tons	Class "D" Asphaltic Concrete	5.85	9,360.00
8 tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	360.00
40 cu. yds.	Aggregate in Seal Coat	5.00	200.00
950 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	950.00
Subtotal			\$ 36,921.50
10% Engr. & Cont.			3,692.15
Total			\$ 40,613.65

Length of Roadway 0.180 mile
 Length of Bridge 0.021 mile (Exception)
 Total Length 0.201 mile
 Cost per mile \$202,057.96

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
2-lane Roadway	\$1,122,092.95	\$598,605.00	\$523,487.95
3-lane Roadway	173,820.90	92,729.00	81,091.90
4-lane Roadway	<u>40,613.65</u>	<u>21,666.00</u>	<u>18,947.65</u>
	\$1,336,527.50	\$713,000.00	\$623,527.50

RECEIVED
SEP 14 1953
FOR FILING

PFI-115(1)
3884

Salem, Oregon
August 12, 1953

Agenda Item 1B-4

File No. 19498 - O.W.R. & N.Co.

Mr. R. L. Porter
Right of Way Engineer
Office

Attention: Mr. E. F. Chidsey

Attached hereto for further handling is the fully executed original Bargain & Sale Deed to O.W.R. & N. Company covering strip of land on Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County.

An executed copy of the above deed has been retained in this office.

Very truly yours,

Secretary

rn
Attach: 1

REFERRED TO
BY SECRETARY

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 23, 1953

AGENDA

AUG 6 1953

SUBJECT: AGENDA ITEM FOR AUGUST
6th-7th MEETING

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
OFFICE

File 19498 - O.W.R. & N. Co.
Arlington-Heppner Junction
Columbia River Highway
Gilliam County

Will you please place on the next agenda the matter of deeding to the O.W.R. & N. Co. a strip of land for revision of their Gordon Branch immediately east of the town of Arlington.

The form of Bargain and Sale Deed is enclosed for the Commission's execution in case they approve the transaction.

R. L. PORTER
Right of Way Engineer

E. F. Chidsey
By:
E. F. Chidsey
Asst. Right of Way Engineer

EFC/fn

Enc.

1-77-56-100

R.E.

RECEIVED
FOR FILING

611-1111
3881

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

JUNE 24, 1953

(File D 315-2-45)

Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

NOTED
W. C. WILLIAMS

Gentlemen:

Re: Arlington-Heppner Junction Section
Columbia River Highway

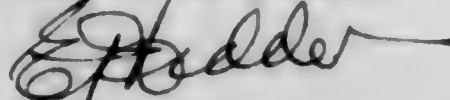
This will acknowledge your letter of June 22d urging permission be granted to permit work on sections of the project involving the Union Pacific Railroad Company.

I am glad to inform you that your insurance has been approved and your Superintendent is being notified through our Agent at Arlington.

There is considerable hazard for the Railroad in your work adjacent to the Condon Branch crossing. The presence of our section buildings and oil tank will no doubt require special consideration in formulating your plans.

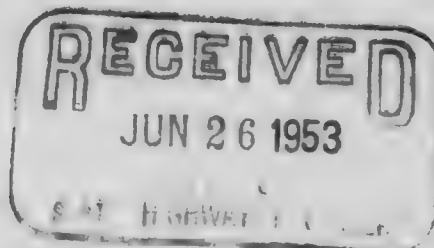
I will be glad to go over the work adjacent to our tracks with you at any mutually agreeable time.

Very truly yours,



E. F. Kidder,
Division Engineer

cc:
Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.



RECEIVED
JUN 26 1953
FOR FILING

K 71-145 (1)
3974

Salem, Oregon
June 24, 1953

File 19505
Shell Oil Company
Arlington Section
Columbia River Highway

Mr. R. L. Porter
Right of Way Engineer
Office

271-1457

Attached hereto for further handling are two fully executed copies of an agreement between the State Highway Commission and the Shell Oil Company covering the settlement of the Shell Oil property in Arlington, on the Columbia River Highway.

Yours very truly,

Secretary

RM
Attach: 2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 12, 1953

SUBJECT: File 19505
Shell Oil Company
Arlington Section
Columbia River Highway

To: Mr. Floyd Query
Acting Secretary
State Highway Commission
OFFICE

I hand you herewith two copies of an agreement for the Commission's signature covering the Shell Oil settlement that was adopted at the last Commission meeting. As soon as this agreement has been executed by the Highway Commission, it should be returned to this office for further handling.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

Enc.

AUTHORIZED BY HIGHWAY COMMISSION

DATE Feb. 17, 1953 Minute page 27

W. Seaman
Secretary

return both copies to Porter

RECEIVED
1953
FOR FILING

FORM E-30 35M 9-51 52315

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3 4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 5, 1953

SUBJECT:

To: Memorandum re Union Pacific Railroad
Arlington-Willow Creek Section

NOTED
W. C. WILLIAMS

Herewith decisions reached at a conference held June 4, 1953 in Portland between representatives of the Union Pacific Railroad and the writer.

The Union Pacific Railroad was represented by Mr. Kidder, Mr. Baysinger, Mr. Callahan, and others.

Referring to the matter of the right of way across the stockyard property, it was agreed that the railroad company would deed to the State all of the property that they own in the vicinity of the stockyards lying southerly of a line which is 40 feet distant and northerly from the revised center line of the Columbia River Highway. The railroad company requested that the property be described by lots and blocks and, where necessary, fractional lots. The railroad company to have a right to park trucks when necessary for unloading on the shoulder area of the roadway. The area referred to would be a strip of land 10 feet wide across the northerly side of the right of way. If it is necessary to level the area northerly from the 40 foot line to make it conform to the slope of the road, the railroad company has no objection. However, they do not wish to have formal mention made of this in the deed. In short, no slope easement. McCallister please prepare the necessary descriptions for transmittal to the railroad immediately.

Referring to the matter of the retaining wall and right of way adjacent to the oil tank easterly from the railroad station at Arlington, the wall is to be southerly, sufficient distance so that the northerly face of the wall is a minimum of 10 feet from the oil tank. The right of way line is also to be 10 feet from the oil tank.

Memorandum re Union Pacific Railroad
Arlington-Willow Creek Section
June 5, 1953
Page 2

Footings and base of the wall will, of course, extend onto railroad property. A 4 foot easement for this will be necessary. McCallister please prepare descriptions for transmittal to the railroad company.

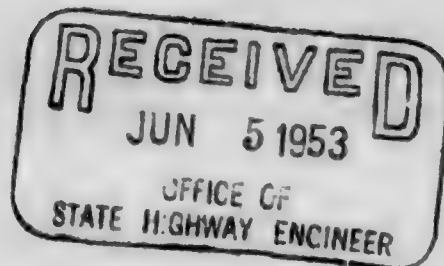
Note to McCallister: If it will facilitate writing description, Mr. Norman Mann has computed coordinates for the highway center lines and railroad oil tank.

It is assumed the Bridge Department will take care of the details of locating the wall.



Forrest Cooper
Assistant Construction Engineer

Copies to: W. C. Williams ✓
C. W. Enfield
R. L. Porter
J. W. McCallister
G. S. Paxson



RECEIVED

FOR FILING
COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND



OREGON

STATE HIGHWAY DEPARTMENT

SALEM

May 28, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. W. ENFIELD
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

Union Pacific Railroad Company
Pittcock Block
Portland 5, Oregon

Attention: D. J. Callahan

Gentlemen:

Referring to your letter of May 18, 1953 which was addressed to Mr. C. W. Enfield, Attention Mr. E. F. Chidsey, Subject-Right of Way in the Vicinity of Arlington, I wish to make the following comments.

Referring to the matter of right of way southerly from Block 3 of Denny's Addition to Arlington (Union Pacific Stockyards), we have asked for 40 feet of right of way from our revised center line. The reason for this request was that, at this particular point, we have a widened section approaching an intersection which necessitates construction of 30 feet of pavement northerly from the center line. In addition, we wish to build a 10 foot shoulder; hence the 40 feet. We also requested a 10 foot slope easement beyond that point merely to allow us to place a flat slope from the shoulder line towards the stockyard. This being an interstate highway, we feel that any narrowing at that point would not be in the public interest.

It was proposed to shorten the stockyards 20 feet on the southerly side and it was my understanding that this proposal was acceptable to the Union Pacific. If such was done, the distance from the southwest corner of the stockyards to the center line of the road would be approximately 56 feet. At the easterly line of the stockyards, the distance from center line of the revised highway would be 70 feet. This would leave an area 16 feet wide at the west end, 30 feet wide at the east, and parking and unloading trucks without encroaching on the right of way. If trucks had to occasionally encroach upon the shoulder area this probably would not be too objectionable. Will you please review this matter as it is quite vital to us.

Referring to the matter of right of way widths adjacent to your oil tank east of the station, I note you request that the line be held at a point 55 feet from our construction or revised center line.

Union Pacific Railroad Company

Page 2

May 28, 1953

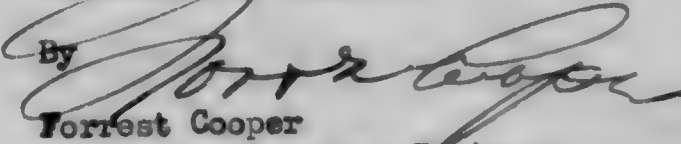
Scaling on the map indicates that this would mean a shift southerly of the retaining wall approximately 12 feet.

I have been told that the original design was discussed with your Engineering Department and no serious objections were raised. Furthermore, our contract was let on this basis. A change such as the one you propose would cause the State some inconvenience and I cannot see where any material benefits would accrue to the Railroad. In view of this, we would like to request that our original design be allowed. If there are strong objections to this, we will be glad to consider the matter further.

Very truly yours,

H. G. Smith
Construction Engineer

By


Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams
C. W. Enfield
G. S. Paxson
R. L. Porter

RECEIVED
FILING

U.S. 8-20 87,000 4-22 54800

145(7)
884

4228

Reference To:

Order
Resolution
Resolution

Highway

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 27, 1953

SUBJECT: Assignment #4228

To:

Mr. W. C. Williams
OFFICE

Herewith the original of a resolution adopted by the City of Arlington consenting to the closure of Washington Street in connection with the turnaround to be built as part of the relocated Columbia River Highway in Arlington.

This completes Assignment #4228.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange

Robert H. Prange
Office Engineer

NOTED
W. C. Williams

RHP:MM
Att.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 12, 1953
Salem, Oregon

SUBJECT: THROUGHWAY RESOLUTION TO
BE ADOPTED BY THE CITY OF
ARLINGTON.

To: Mr. W. C. Williams
Asst. State Highway Engineer
Office

Dear Sir:

Herewith you will find the original and six copies of the proposed resolution which is to be adopted by the City of Arlington with respect to the closing of Washington Street, where the same intersects with the northerly right of way boundary of the Arlington Section of the Columbia River Highway, as a throughway. This resolution is drawn pursuant to and as required by the Throughway Act.

You will note that only the original and two copies of the proposed resolution have prints attached thereto.

Yours very truly,

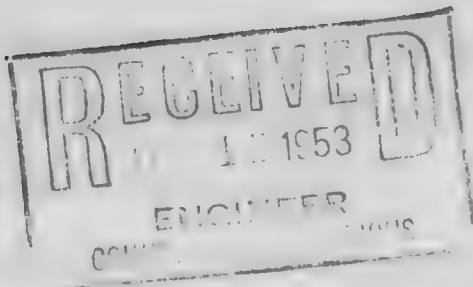
C. W. ENFIELD
Chief Counsel

By

Thomas J. Reeder

THOMAS J. REEDER
Assistant Attorney

TJR:jfw
Encls. 7



PLEASE RETURN TO
W. C. WILLIAMS

R E S O L U T I O N

WHEREAS, the State Highway Commission plans and proposes to relocate, construct and maintain the section of the Columbia River Highway within the corporate limits of the City of Arlington as a throughway under the provisions of Chapter 226, Oregon Laws 1947; and

WHEREAS, the State Highway Commission has conferred with the Common Council of the City of Arlington, Gilliam County, Oregon, with respect to the provisions for points of access to the proposed throughway from existing streets or roads located within the corporate limits of the City of Arlington; and

WHEREAS, the State Highway Commission and the Common Council of the City of Arlington are in complete agreement as to the location of said points of access within the corporate limits of the City of Arlington; and

WHEREAS, in connection with the construction and maintenance of the said section of the said highway as a throughway it has been deemed to be necessary and in the public interest by the Common Council of the City of Arlington and the State Highway Commission that that certain city street known as Washington Street, the same being located within the City of Arlington and under the jurisdiction and control of the said Common Council, should be closed at the point where it intersects with the northerly right of way boundary of the said section of the said highway. In connection with the closure of the said street it is understood by the said Common Council that the State Highway Commission is to construct a turnaround of sufficient radius to accommodate

trucks, the general location of said turnaround is shown shaded in green on the print attached hereto, marked Exhibit "A" and by this reference made a part hereof; and

WHEREAS, for the purpose of providing a highway that will best serve the needs of the traveling public, to preserve public safety, and to protect highway traffic by preventing the entry of all traffic to the said section of the said highway from Washington Street, the Common Council of the City of Arlington is desirous of consenting to and approving the said plans and proposals of the State Highway Commission for the closure of Washington Street as hereinafter set forth.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Common Council of the City of Arlington, Gilliam County, Oregon, as follows:

(1) That the Common Council of the City of Arlington pursuant to and in accordance with Sections 9, 18 and 19, Chapter 226, Oregon Laws 1947, does hereby consent to and officially approve the closure of that certain city street known as Washington Street by the State Highway Commission where the said street intersects with the northerly right of way boundary of the aforesaid section of the Columbia River Highway, the location of the said point of closure is shown by means of a red line on said Exhibit "A".

(2) That this resolution be entered in the records of this Common Council and that a duly certified copy thereof be delivered to the State Highway Commission.

DATED this 19th day of May, 1953.

TJR:JFW 5/6/53

ATTEST:

Maxwell R. Hinkle
Assistant Recorder

CITY OF ARLINGTON, by and through
its Common Council:

By *Jack Hayford*
Mayor

By *W. B. Hinkle*
Recorder



TJR:JFW
5/6/53

OREGON STATE HIGHWAY DEPARTMENT
PROPOSED TURN-A-ROUND RD.

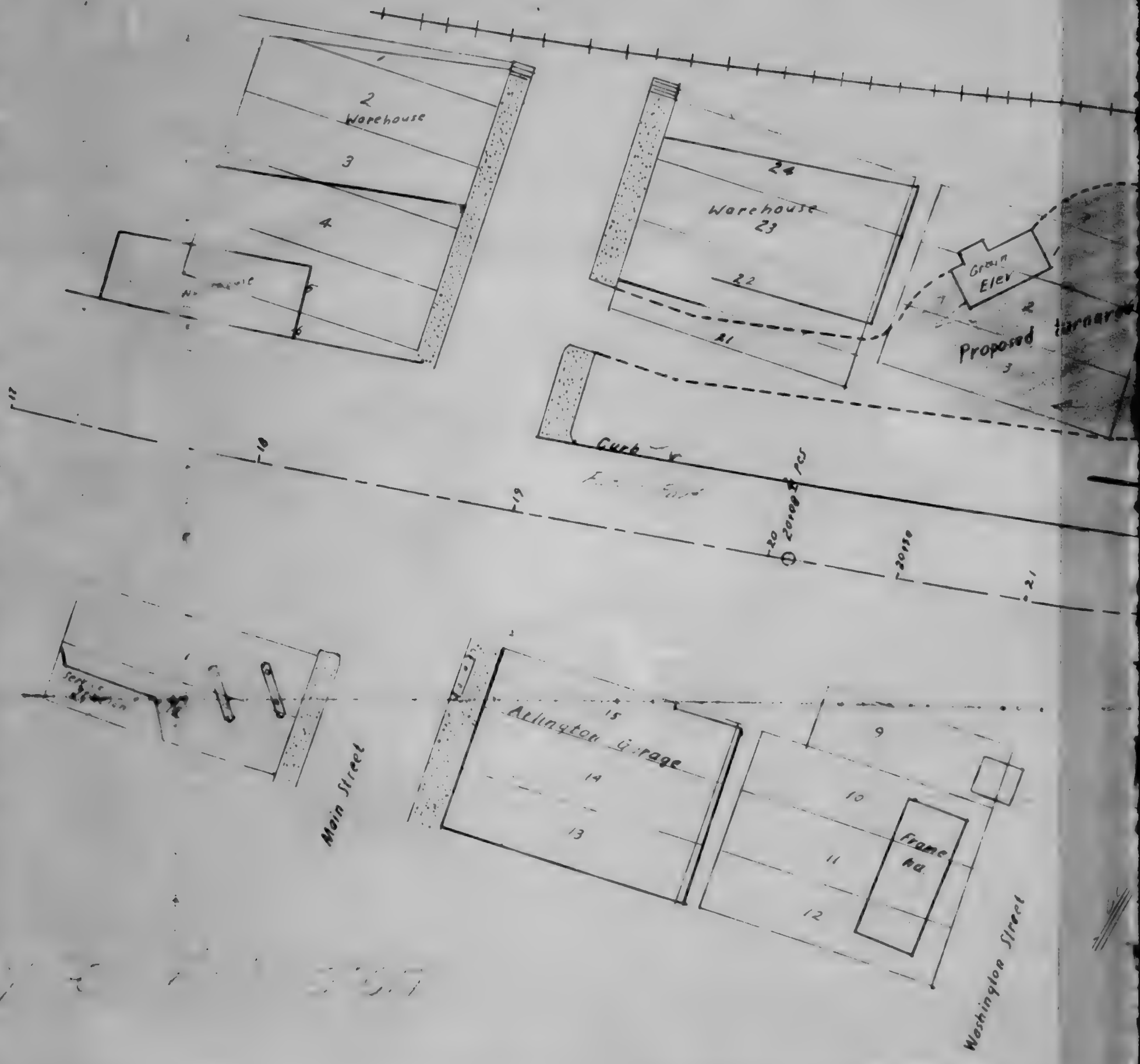
ARLINGTON SECTION
COLUMBIA RIVER HIGHWAY

GILLIAM COUNTY

March, 1953

10' 0"
0 100.00'

150' Spiral
a. 20
5 3° 45"



150° Spiral

a 20

53°45"

4" CL

$\Delta 13^{\circ}28'05''$

Line 356 70

Scale 1" = 50'

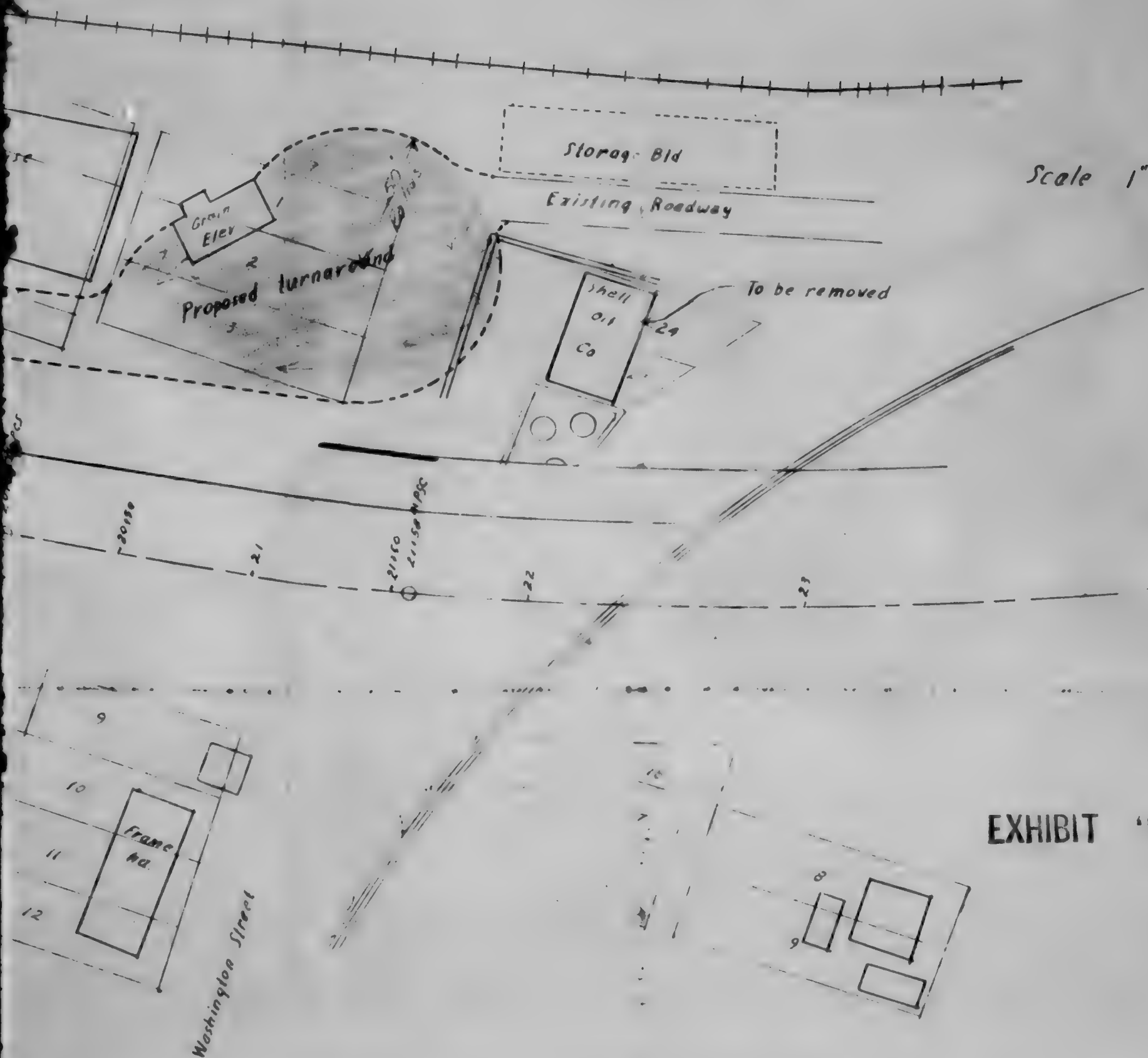


EXHIBIT "A"

RECEIVED

FOR FILING

BF1-145(9)

FORM E-30 25M 9-51 52314

3184

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 21, 1953

SUBJECT:

To:

Mr. A. F. Parson
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
W. C. Williams

Dear Sir:

The subcontract between Goodfellow Bros. Inc., and Harding Blasting Company covering the drilling and shooting of solid rock between Stations 23 and 45 and between Stations 563 and 571 on the Arlington-Heppner Junction, Contract No. 3884, on the Columbia River Highway Oregon BF-BFI-145(9) is approved and you may so inform the interested parties.

Three copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams
2 - C. G. Polk
encl.

RECEIVED

FOR FILING

FORM K-30X 22M 3-50 42293

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Boardman, Oregon

May 1, 1953

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. A.P. Parsons
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

Damage caused by blasting
at Heppner Junction on the
Arlington-Heppner Junction
Section of the Columbia
River Highway.

Dear Sir:

This is to report that on April 23, 1953 at approximately 3:45 PM the Goodfellow Bros. Inc. through their subcontractor, Harding Blasting Company, shot a portion of the rock cut which is situated just westerly from the Heppner Branch of the OWR & N Co. line. This portion shot was from Sta. 567 + 50 to 570 + 00 on the Arlington - Heppner Junction Section of the Columbia River Highway.

One 7 1/2 lb. rock was thrown from this shot and penetrated the roof of the O.W.R.R. & N. Co. station which is also used as a residence. The rock after going through the roof hit the ceiling alongside a brick chimney loosening the ceiling boards and cracking about 6 of them. The ceiling was constructed of 1" x 2" tongue and grooved lumber from all appearances. The damaged portion appeared to be between the ceiling joists and as said before about the widths of 6 of the boards. This was directly over the kitchen portion of the residence of the structure. The rock did not penetrate through the ceiling.

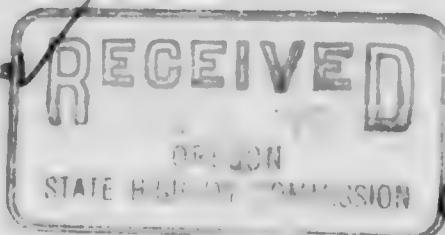
I talked with the residents of the station and they had been warned of the shot and the station was vacated at the time of the blast. They said that as far as they could see that there had been no negligence on the contractors part as he had been very cooperative and to the best of their knowledge the flagging and customary precautions were carried out.

I also talked to the Harding Blasting Co. men and they had stopped traffic on the Hwy and there was a O.W.R.R. & N. Co. inspector there when the shot was made. There was no rock thrown on the highway or any other portion of the Railroad that could be determined. It is my opinion that it was a stray rock which hit the station.

According to the information I received from the Railroad agent at the station repairs to the roof and ceiling were made by a three man crew from Hinkle and it took approximately one day. There is a possibility of slight damage to the chimney but complete inspection by the Railroad Co. has not been made by their chief inspector. I could see no damage to the chimney on my inspection but it is possible that I could have missed something.

I was not there at the time of the shot but my Transitman Mr. Wilbur was and he state that he saw no throwing of rocks and that everything was in order as far as he could see.

Copies to H.G. Smith
W.C. Williams



Very truly yours

John H. Walker

Resident Engineer

RECEIVED

APR 27 1953

FOR FILING

FORM 2-30 22M 2-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 23, 1953

SUBJECT:

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The Subcontract between Warren Northwest, Inc. and Goodfellow Bros., covering items 15 to 23, inclusive, on the Arlington-Happner Junction, Contract No. 3884, Oregon 27 - BFI - 145 (9) is approved and you may so inform the interested parties.

Two copies of the Subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

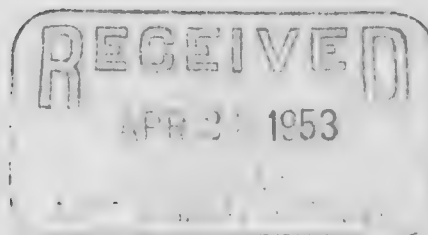
By

Edwin A. Pease
Construction Office Engineer

EAP:js

Encl.

cc W. C. Williams ✓
C. G. Polk (2)



RECEIVED
MAY 5-1953 11-01

FOR FILING

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND



OREGON

STATE HIGHWAY DEPARTMENT

SALEM

April 20, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. W. ENFIELD
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

Mr. E. F. Kidder
Union Pacific Railroad Company
Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Mr. Kidder:

Referring to your letters of March 24 and April 14, 1953 regarding property ties at Arlington, I wish to advise that we have computed coordinates for the original line on which negotiations for right of way were commenced and on the center line to be constructed. We have also computed the coordinates for the tie to the Union Pacific oil tank. I am showing this information on the attached sketch and believe that this will eliminate the confusion that was caused by the two center lines.

We are today handing to our Right of Way Engineer, Mr. R. L. Porter, descriptions of the property needed from the Union Pacific stock yard area in the westerly part of Arlington. These will be transmitted to you by either Mr. Porter or Mr. deSouza in the immediate future.

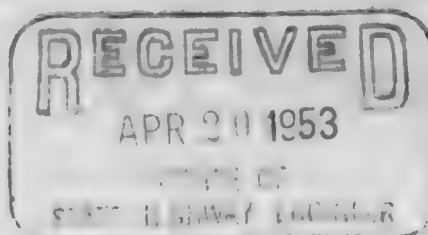
Very truly yours,

H. G. Smith
Construction Engineer

Forrest Cooper
Forrest Cooper
Asst. Construction Engineer

FC:js

cc Fred Bets
W. C. Williams
R. L. Porter
J. W. deSouza



B71-145(9)
3884

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

----- Salem, Oregon -----
 ----- March 17, 1953 -----

SUBJECT:

To: Mr. John W. Cattrall
 County & City Relations Division
 Building

NOTED
 W. C. WILLIAMS

Dear Sir:

I hand to you herewith copies of a sketch showing a proposed turnaround that we can construct for traffic to the grain elevator, in Arlington.

I understand that we have been unsuccessful in our negotiations with the City of Arlington for an agreement covering street closures, et cetera. It is my further understanding that the city is conversant with the details of this proposed turnaround, and are agreeable to closing Washington Street northerly from the highway if the turnaround is built.

At present, some of the empty grain trucks proceed southerly on Washington Street and, as there is an extremely sharp rise from the grain elevator level to the highway level, this would be extremely dangerous and not to be encouraged.

Will you please see if the city is agreeable to the closing of Washington Street northerly from the highway if the State will build the turnaround, as proposed.

Very truly yours,

H. G. Smith
 Construction Engineer

By

Forrest Cooper
 Forrest Cooper
 Ass't. Construction Engineer

FC:sh

Enc.

cc W. C. Williams ✓

RECEIVED
FOR FILING

REF-145(7)

O. J. OF C. 33656

Notice of the Furnishing of Materials

State of Oregon

Highway Department

Salem, Oregon

This is to advise you that the undersigned has commenced to deliver material and supplies upon the order of Goodfellow Bros. Inc. - P. O. Box 1337, Wenatchee, Wash. for use on, and to be used in the construction, alteration and repair of the structure now occupying or being erected upon certain premises in the County of Gilliam State of Oregon, described as follows:

~~Lot~~ (PR 9215)

~~State~~ Contract # 3884

Addition Cattle Pass & Retaining Wall, Arlington-Heppner Jct.

of which the undersigned is informed you are the owner or reputed owner, and that a lien may be claimed for all material and supplies furnished by the undersigned for use thereon.

SOULE'S STEEL COMPANY

By

W. T. Brownridge
W. T. Brownridge

- Agent

Dated at Portland, Oregon, on this 14th day of April, 1953

Section 67-101, O.C.L.A., which reads in part as follows, requires:

" * * * every person, firm or corporation furnishing material or supplies of any kind to be used in the construction, alteration or repair, either in whole or in part, of any building, * * * shall, not later than seven days after the date of the first delivery to any contractor or agent of such material or supplies for which a lien may be claimed, deliver in person and evidence said delivery by receipt thereof or mail by registered letter to the owner or reputed owner of the property on, upon or about which said material or supplies are to be used, a notice in writing stating in substance and effect that such person, firm or corporation has commenced to deliver material and supplies for use thereon, with the name of the contractor or agent or other person ordering the same, and that a lien may be claimed for all material and supplies furnished by such person, firm or corporation for use thereon, and no further notice to the owner shall be necessary."

This Is Not a Lien

But is a notice given in accordance with the above quoted law and is protective to the owner of the property, the building material dealer and the contractor.

RECEIVED

FOR FILING

FORM E-30 20M 3-51 32219

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 14th, 1953

SUBJECT:

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

Dear Sir:

It appears that we are going to be successful in securing the consent of the City of Arlington to the closure of Washington Street at the northerly right of way line of the new Columbia River Highway; therefore, we may proceed with the construction of the turn-around northerly from the new right of way and easterly from the grain elevator, as outlined in Mr. Walker's recent sketch.

Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED

FOR FILING

44-14552
FORM 8-58 25M 9-51 22319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 9, 1953

SUBJECT:

To:

Mr. R. L. Porter
Right of Way Engineer
Office

Dear Sir:

Referring to the matter of construction of a wall versus acquisition of right of way on the Arlington-Heppner Jct. Section and specifically, easterly from the tracks of the Condon Branch of the Union Pacific Railroad.

I wish to advise that Mr. Paxson informs me that the wall will probably cost approximately \$17,000, therefore, it would appear that a logical procedure would be to buy the house and property, rather than construct the wall. If the owner refuses to deal on a total taking it is possible that we could salvage several thousand dollars by resale of the house after the road was constructed and the slopes established.

Will you please proceed for negotiations for right of way.

Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:of

cc

W. C. Williams
Glenn Paxson

RECEIVED
MAR 26 1953
FOR FILING

REF-11511

March 25, 1953

Goodfellow Bros., Inc.
Ferry and Mission Sts.
Wenatchee, Washington

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3884, which was awarded to you on March 4, 1953 by the State Highway Commission, for grading and paving on the Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl. 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 24, 1953

SUBJECT:

NOTED

W. C. WILLIAMS

To: Mr. Glenn S. Paxson
Bridge Engineer
State Highway Department
Office

Dear Sir:

We have Mr. Walker's cross sections and sketch of a proposed wall at Station 24 on the Arlington-Hepner Junction Section. This wall is just easterly of the Union Pacific Condon Branch and is occasioned by lowering of the grade to provide a level area for stopping easterly of the tracks.

Mr. Stanley has estimated the cost of the wall as \$5,700; the Right of Way Department estimates the cost of the right of way, in lieu of the wall at \$18,000. We will, therefore, build the wall. Will you please proceed with the design.

Contract No. 3884, Goodfellow Brothers, Inc. for the Arlington-Hepner Junction Section has prices for Class "A" concrete (\$70.00 per cubic yard) and metal reinforcement (14 cents a pound) so arrangements should be made, if possible, to construct the wall by price agreement at these prices with the present contractor.

Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:of

cc

W. C. Williams
A. F. Parson
R. L. Porter

RECEIVED
MAR 17 1953
FOR FILING

BF1-14

March 13, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 4, 1953 on Contract No. 3804, Arlington-Heppner Junction Section, in connection with Federal Aid Project No. BF-BFI-145 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCF:tp

RECEIVED

FOR FILING

UNION PACIFIC RAILROAD COMPANY

OMAHA 2, NEBRASKA

A. E. STODDARD,
PRESIDENT

March 5, 1953

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock, Chief Engineer

Gentlemen:

Reference is made to telephone conversation between your Mr. Baldock and Mr. L. A. Collins, General Manager, Union Pacific Railroad Company, Portland, on March 4, 1953, concerning permission for the State's contractors to enter upon Railroad property in connection with the improvement of Columbia River Highway through Arlington, Oregon, and with particular reference to the construction of improved crossing of the Railroads' Condon Branch:

You are advised that the formal instrument covering highway crossing of our Condon Branch main track, which matter was the subject of Petition No. F-2381 and Order No. 31900 of the Oregon State Public Utilities Commission, said Order being dated February 26, 1953, and outlines the method of construction and division of expense, is in the course of preparation.

The agreement now being prepared will contain provisions as outlined in Public Utilities Commission's Order No. 31900 and, in addition, the subsequent understanding reached between our representatives with relation to the removal from the crossing area of the long spur track serving the Railroad Companies' fuel oil facilities and substitution of pumping facilities to dispense with the need of the spur track, which work is to be done by the Railroad Companies at the expense of the Highway Commission.

The construction work by the Highway Commission or its contractors is to be performed without expense to the Railroad Companies and is not to interfere with or delay railroad operations over the tracks of the Railroad Companies except as authorized by them, and it will be necessary for the State's contractor or contractors to make arrangements concerning the operations as herein outlined and to provide for proper indemnification to the Railroads, as has been customary in previous similar arrangements.

Conditioned upon the foregoing and pending the completion of the formal agreement, but, however, subject to the same terms and conditions as will be contained therein, permission

NOTED
W. C. WILLIAMS

- 2 -

is hereby granted the Oregon State Highway Commission, its contractors or subcontractors to enter upon the premises of the Railroad Companies, as necessary, for the purpose of accomplishing the highway improvement and new crossing of the Railroad Companies' property at Arlington, Oregon.

Yours very truly,

A handwritten signature in cursive script, appearing to read "A. E. Starnes".

Probert

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

RECEIVED
7/10/53
FILING
OREGON DISTRICT

BF1-14-171

3884

March 4, 1953

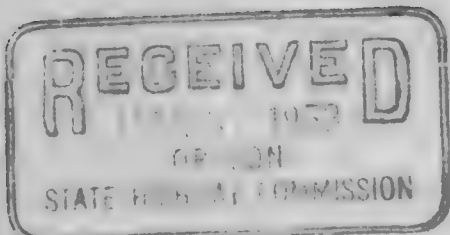
Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of this date advising that all rights of entry have been acquired for Oregon Project BF-BFI-145(9), Arlington-Heppner Junction Section of the Columbia River Highway, we hereby concur as of this date in award of Contract No. 3884 to Goodfellow Bros., Inc. of Wenatchee, Washington, low bidder in the amount of \$1,052,192.50 at the January 22, 1953 bid opening.

Very truly yours,

C. G. Folk
C. G. FOLK
District Engineer



RECEIVED
MAR 6 1953
FOR FILING

151-145

March 4, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and bridge construction on the Arlington-Heppner Junction Section of the Columbia River Highway in Gilliam County, Project BFI-145 (9), to Goodfellow Bros., Inc., of Wenatchee, Washington, on the basis of the bid of \$1,052,192.50 submitted on January 22, 1953.

All rights of entry required for this contract have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
MAY 21 1953
FOR FILING

AGENDA
APR 8 1953

3C-2

BEI-11-11
2924

March 4, 1953

Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

Gentlemen:

The State Highway Commission on January 22nd accepted your proposal for rock base, grading and paving and construction of one timber bridge on the Arlington-Hopner Junction Section of the Columbia River Highway east of Arlington in Gilliam County for the sum of \$1,052,142.50, and on the same day awarded Contract No. 1884 to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

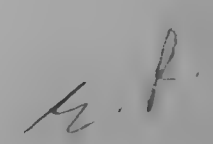
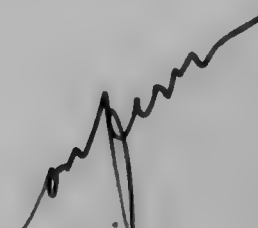
Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. W. H. Franzen
Mr. H. G. Smith
Mr. G. S. Faxon
Mr. S. E. Probert
Mrs. Goldie Lewis



RECEIVED
MAY 21 1953
FOR FILING

AGENDA
APR 8 1953

3C - 2

BFI - 14311
2884

March 4, 1953

Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

Memorandum

The State Highway Commission on January 22nd accepted your proposal for rock base, grading and paving and construction of one timber bridge on the Arlington-Hopner Junction Section of the Columbia River Highway east of Arlington in Gilliam County for the sum of \$1,052,192.50, and on the same day awarded Contract No. 1984 to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

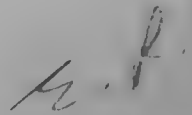
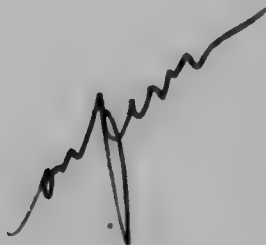
Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc -

Mr. W. M. Franzen
Mr. H. G. Smith
Mr. O. B. Faxon
Mr. S. R. Probert
Mrs. Goldie Lewis



RECEIVED
1953
FOR FILING

BF1-14579

38

BF1-145

Goodfellow Bros., Inc.
P. O. Box 1337
Wenatchee, Washington

The State Highway Commission today received satisfaction of condition governing award to you of contract for Arlington-Hepner Junction Section of Columbia River Highway in Gilliam County for which you submitted low bid on January 22. Contract forms will be mailed you shortly for execution.

H. B. Glatsyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
March 4, 1953

DOMESTIC SERVICE				INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent as a full-rate telegram				Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE TELEGRAM	SERIAL			FULL RATE	LETTER TELEGRAM		
DAY LETTER	NIGHT LETTER			VICTORY LETTER	SHIP RADIOGRAM		
NO. WDS.-CL. OF SVC.		PD. OR COLL.		CASH NO.		CHARGE TO THE ACCOUNT OF	
				TIME FILED			

W. P. MARSHALL, PRESIDENT

1206

Send the following message, subject to the terms on back hereof, which are hereby agreed to

RECEIVED
MAR 2 1953
FOR FILING

BFI-14
3884

February 27, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Referring to your letter of February 16, 1953, regarding the interchange at Heppner Junction, I wish to advise that this matter has been carefully studied and we feel that the design is such that there will be no eastbound traffic on the "A" line. Therefore, no problem should exist with respect to traffic entering at Station 610.

The old highway which connects to the "A" line in the vicinity of Station 592 has been closed by the county; therefore, there should be no necessity for travel eastbound on the "A" line from its junction with the "B" line, near Station 584. It is proposed to narrow the lanes on the "A" line at Station 584, and to place joggle bars in the wye between the "A" and "B" lines to prevent traffic from flowing eastward on the "A" line. A "One Way - Do Not Enter" sign will also be placed on the "A" line at this junction.

This treatment should eliminate any eastbound traffic on the "A" line, which would remove the problem of traffic entering the highway at Station 610.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

HGS

fp

No. 4022
By [initials]

ASSIGNMENT

Date: February 17, 1953

Description: Letter of February 16 by C. G. Polk making comments in connection with review of P. S. and E. documents for Oregon Project BF-BFI-145 (9), Arlington-Heppner Junction Section of the Columbia River Highway

Acknowledged by _____ Referred to _____ Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation

xx Return with rough draft of reply RETURN TO
Please prepare for _____ W. C. WILLIAMS - signature

Assignment executed 2-26-53 Report received _____

Remarks: Rough Draft Attached
[initials]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

DR.

OR.

February 16, 1953

RECEIVED
FEB 16 1953
W. C. WILLIAMS

Mr. R. H. Baldoek
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with their review of P. S. and E. documents for Oregon Project BF-BFI-145(9), Arlington-Heppner Junction Section of the Columbia River Highway, our Washington Office has commented as follows:

"We concur in your recommendation that the interchange is satisfactory. We assume that the State will take the necessary precautions to prevent eastbound traffic along "A" line from entering directly into the through facility in the vicinity of Station 610. Consideration might be given to requiring this traffic to make a turn and enter the through facility at right angles."

If provision has not already been made for the treatment of this intersection, it is requested that consideration be given, during construction, to some such plan as that suggested by the Washington Office.

Very truly yours,

REFERRED TO

W. C. Williams
State Highway Engineer

Please handle

C. G. Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS



RECEIVED

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY



OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 19, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

3887 - Mr. P. J. Betz
Union Pacific Railroad Co.
727 Pittock Block
Portland 5, Oregon

Pux 79 - Arlington Grade Crossing

Dear Mr. Betz:

During our discussions regarding the Arlington Grade Crossing matter you called my attention to the fact that the plans showed the proposed installation of a culvert pipe easterly from the crossing, the result of which would be to discharge drainage waters upon railroad property for which there would be no outlet.

The matter was called to the attention of the Commission's Engineering Department, and relative thereto I am enclosing a copy of a letter addressed to me by Mr. Forrest Cooper, Assistant Construction Engineer, under date of February 18th, which letter I believe proposes a satisfactory solution of the matter.

Very truly yours,

C. W. ENFIELD

NOTED
W. C. WILLIAMS

By

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1

cc: Mr. W. C. Williams ✓
Mr. M. G. Smith
Mr. Forrest Cooper

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

COPY

Salem, Oregon
February 18, 1953

SUBJECT:

To:

Mr. J. W. DeSouza
Assistant Counsel
Legal Department
OFFICE

Dear Sir:

You recently called my attention to a complaint raised by the Union Pacific Railroad that in our plans for the Arlington-Heppner Junction Section we propose to place an 18" culvert under the highway at Station 42+50. This culvert would discharge against the railroad at a point where they do not have any cross drainage. In fact, they do not seem to have any cross drainage in that entire area. As our culvert would discharge some 40 feet in horizontal distance southerly from the railroad, and about 15 feet in vertical distance above the railroad, it would appear that the only solution would be to place an 18" culvert under the tracks.

At the point of crossing there are now in place three tracks and as we propose to extend the Condon branch easterly, this would mean that we would have to cross under four tracks. This would probably require 100 feet of culvert, which would cost about \$1,000.00.

I believe that the best way to handle this matter, if possible, would be to have the railroad company make the installation and bill us for the cost.

Very truly yours,

H. G. Smith
Construction Engineer

By (sgnd) FORREST COOPER

Forrest Cooper
Ass't. Construction Engineer

FC:sh

cc W. C. Williams

RECEIVED

FEB 11 1953

FOR FILING

February 9, 1953

Mr. P. J. Lynch, Vice President
Union Pacific Railroad Company
Omaha 2, Nebraska

Dear Mr. Lynch:

Receipt is acknowledged of your letter of February 6 (your File 313-13-Genl.), and I wish to thank you very much for your excellent cooperation in helping to arrive at a satisfactory and acceptable plan in connection with the proposed grade crossing of Highway US30 and your Condon Branch at Arlington.

With reference to replacement of the signal system or crossing gates, should such be damaged or destroyed by highway vehicles, this will be agreed to in the P.U.C. hearing to be held tomorrow, February 10. Mr. Betz, of your legal staff, has already incorporated the necessary stipulations, which the State will agree to.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

Omaha 2, Nebraska

C
O
P
Y

February 6, 1953

312-13-Genl

Mr. R. H. Baldock
State Highway Engineer
State Highway Department of Oregon
Salem, Oregon

Dear Mr. Baldock:

Your air mail letter of February 2nd arrived here today
(railway mail service is more dependable).

The proposals outlined in regard to the grade crossing
at Arlington are satisfactory and acceptable. However, you omitted
saying that in the event signal apparatus or crossing gates were
damaged or destroyed by highway vehicles that replacement cost would
be a State expense. This was understood in our telephone conversa-
tion, and if you will kindly confirm, our people will so stipulate
in the hearing to be held February 10th.

Yours very truly,

(sgd) P. J. Lynch

*Mr. De Souza
has original*

RECEIVED
FEB 5 1953
FOR FILING

February 2, 1953

Mr. P. J. Lynch, Vice President
Union Pacific Railroad Company
Omaha, Nebraska

Dear Sir:

This letter is in confirmation of my telephone conversation with you this date, in which I advised you that if the Union Pacific Railroad Company will agree to a crossing at grade of Highway US30 and the Condon Branch of the Union Pacific Railroad, the State will do the following things:

1. Provide for a level space on the east side of the tracks a minimum distance of 100 feet in length, so as to afford a safe stopping area for traffic in the event the crossing is occupied by train movements.

2. Install flashing light signals, supplemented by short arm gates that will be automatically operated by approach of a train to the crossing, the State to pay the entire cost of installation, the Railroad to maintain and operate the signals thereafter as has been customary in similar cases.

We are very desirous of having this matter in agreed status between the Union Pacific Railroad Company and the State Highway Commission before the matter comes before the Public Utilities Commissioner for hearing, to the end that we may let the contract within the next thirty days, bids for which were recently received.

We await your letter about the Rowena-The Dalles Section, which I understand will provide for a right of entry, so that this contract may be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams

*Mr. Williams copy
to Mr. DeLong*

RECEIVED
FOR FILING

January 23, 1953

Goodfellow Brothers, Inc.
P. O. Box 1337
Wenatchee, Washington

Gentlemen:

The State Highway Commission on January 21, 1953 accepted your bid in the amount of \$1,052,192.50 for construction of 4.60 miles grading and 11.34 miles rock base and paving, and one timber bridge on the Arlington-Heppner Junction Section of the Columbia River Highway east of Arlington in Gilliam County, submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

chr

cc

H. G. Smith
S. H. Probert
C. E. Fawson
W. M. Franswa, SIAC

RECEIVED
10 FEB 1953
FOR FILING

February 16, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with their review of P. S. and E. documents for Oregon Project BF-BFL-145(9), Arlington-Heppner Junction Section of the Columbia River Highway, our Washington Office has commented as follows:

"We concur in your recommendation that the interchange is satisfactory. We assume that the State will take the necessary precautions to prevent eastbound traffic along "A" line from entering directly into the through facility in the vicinity of Station 610. Consideration might be given to requiring this traffic to make a turn and enter the through facility at right angles."

If provision has not already been made for the treatment of this intersection, it is requested that consideration be given, during construction, to some such plan as that suggested by the Washington Office.

Very truly yours,

C. G. POLK
District Engineer



NOTED
State Highway Engineer

FOR FILING

CITY OF ARLINGTON

ARLINGTON, OREGON

January 19, 1953

NOTED
W. C. WILLIAM

FILED
1953
19
3-2-53

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

At a meeting of the City Council of Arlington, Oregon, held in the City Hall on January 19, 1953, a large delegation representing the business men of Arlington unanimously adopted the following resolution:

That because of the unusual conditions confronting this city, this group go on record as opposing any change in the highway through Arlington until we know more definitely what the building of the John Day Dam will do to this town.

Yours very truly,

Arlington City Council

Jack Harford
Jack Harford, Mayor

STATE HIGHWAY COMMISSION MEETING

Delegation

Date _____

Time _____

[illegible]

CITY OF ARLINGTON

ARLINGTON, OREGON

January 19, 1953

Oregon State Highway Commission
Salem, Oregon

W. C. WILLIAMS

Gentlemen:

The City Council, after a thorough study of the proposed relocation of the Arlington-Heppner Junction Section of the Columbia River Highway respectfully propose to the Commission:

That the existing Columbia River Highway extending easterly from the City of Arlington to intersect the new highway, at a point to be selected by the Commission, be maintained as an access road for both entrance to and exit from the new highway.

The following facts were considered in preparing this proposal:

(a) Arlington is a freight center and several motor freight lines operate through and in Arlington, and there is a large amount of freight that comes up the river and is reloaded for shipment to Central Oregon.

(b) The location of Arlington between the hills, in a canyon, means that there are no places in town where a large truck and trailer can conveniently turn around.

(c) With only one access, as proposed by the Commission, a severe traffic condition will be created within the city.

(d) During the harvest season, July and August, which is also the heavy tourist season, there would be a very dangerous condition at the Main Street crossing of the proposed highway unless there is additional access to the new highway.

There is a great deal of public sentiment against the proposed plan due to the fact that only one point of access is provided in the present plans.

Very truly yours,
City of Arlington

Jack Harford
By Jack Harford, Mayor

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

BF-145

January 7, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Arlington - Heppner Inst.

Dear Sir:

The P. S. and E. documents for Oregon Project BF-BFI-145 (9), have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Please note the change in project designation from BFI to BF-BFI. The prefix BF is considered applicable to the portion of the project west of Station 55 due to uncertainty as to the ultimate location on that section.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. Bester
A. F. BESTER
Highway Engineer

SA

RECEIVED
NOV 26 1952
FOR FILING

BF1-
3884

November 26, 1952

Mr. E. P. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File D 315-2-45

Dear Sir:

This is in answer to your letter of November 18 regarding impairment of the stockyards in Block 3, Arlington.

It is not our intention to interfere with the operation of the stockyards, but it is true that we were asking for right of way which would be about 10 feet inside your stockyard fence at the west line of Lot 16, Block 3, and about three feet inside the east line. If this is going to seriously impair the size of your yard we can get along without moving the fence, since it is outside our normal road-bed section. We would naturally prefer a uniform right of way, but we will be guided by your requirements in this matter.

Our maps do not show your entrances to the stockyards, but I will get this information from the field and, if possible, arrange so that you will have the same entrances as at present.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

cc Mr. H. G. Smith

RECEIVED

Date: November 24, 1952

ASSIGNMENT

No. 3857
By W.C.

Description: Letter of November 18 by E. F. Kidder of Union Pacific Railroad Company re relocation through Arlington

Acknowledged by _____ Referred to Smith ✓

Investigate and report with recommendation

Investigation, such action as necessary and report

Comment or recommendation

☒ Return with rough draft of reply

Please prepare for _____ signature

Assignment executed _____ Report received _____

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

NOVEMBER 18, 1952

(Refer to File D 315-2-45)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED BY
W. C. WILLIAMS

Atten: Mr. W. C. Williams,
Ass't. State Highway Engineer

Dear Sir:

Re: Relocation through Arlington

Referring to your letter of October 29th, submitting maps of the proposed encroachments desired by the State on Railroad property:

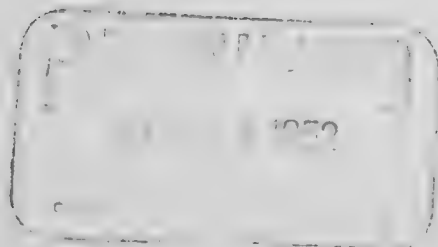
The proposed location, shown in Block 3, seriously interfere with our stock facilities which, not being shown on any maps submitted, I am wondering if this has been overlooked, and suggests an inquiry as to the provisions being considered for the continued operation of the Stock Yard. The yard is an important facility at Arlington, being used extensively by livestock interests of the territory. Livestock is trucked and driven both in and out of the yard in numbers which preclude a reduction in the size or service of the facility.

Advice as to your plans will be appreciated in order that all matters pertaining to Arlington may be considered at one time.

Yours very truly,

E. F. Kidder
E. F. Kidder,
Division Engineer

NOTED
W. C. WILLIAMS



10/21/52 Lot 16 Block 3

RECEIVED
OCT 30 1952
FOR FILING

Conrad
R/W
Del. H. G. Smith

October 29, 1952

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee
Portland 12, Oregon

Dear Sir:

Under separate cover, I am sending you three copies of the maps pertaining to Block 3, Block 9, and the property at the Condon Branch oil tank in the town of Arlington. These are enlarged details of the encroachment map.

The descriptions of these properties which we are requesting are being forwarded through our Right of Way Department to your Mr. Callahan, as we are requesting that the property be sold us with access restrictions.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

cc Mr. H. G. Smith

RECEIVED
OCT 29 1952
FOR FILING

EF-1-145(1)
3524

October 27, 1952

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee
Portland 12, Oregon

Dear Sir:

We have taken some additional ties at Arlington and reconciled some slight discrepancies on our encroachment map and are sending you four copies of same.

The descriptions of the tracts which we wish to obtain from you will be forwarded tomorrow.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR

cc Mr. H. G. Smith

19497
①

SW 1/4 of SW 1/4 - Section 21
T. 3 N., R. 21 E., W.M.



ARLINGTON

OREGON STATE HIGHWAY DEPARTMENT	
From	O.W.R.R. & N. Company
For	Easement
Highway	Columbia River
County	Gilliam
Scale 1" = 50'	Date October 1952

Highway Curve Data
1° CL
 $\Delta 6^{\circ} 36'$
LMC 66000

RR 5196 + 39° P.O.T

Main Track U.P.R.R.

Railroad R/W Line

O.W. R.R. & N. Co.
Page 222 4
Book J

N $69^{\circ} 08' 20''$ E
Ch 200.36 Arc 200.36

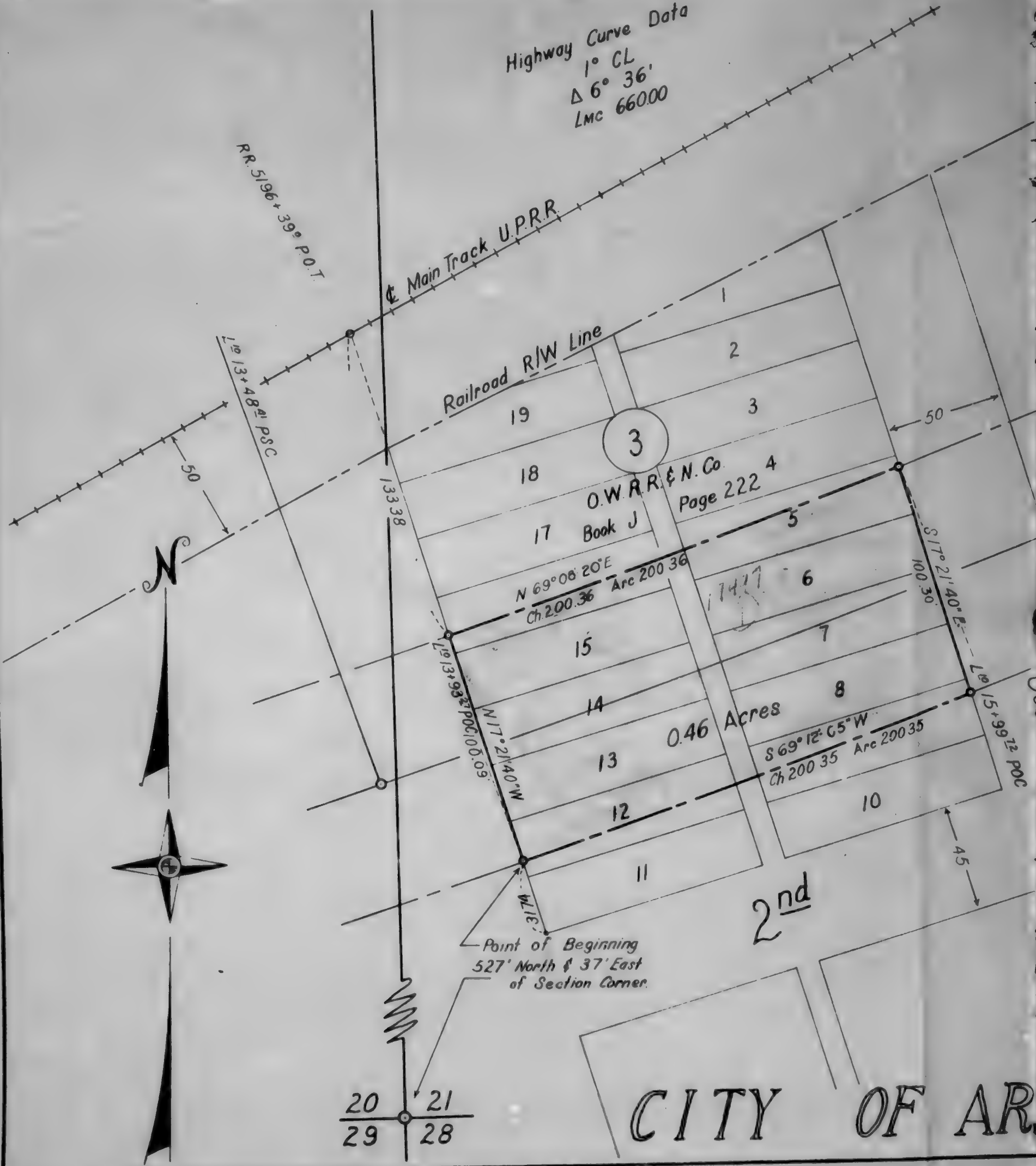
0.46 Acres

S $69^{\circ} 12' 05''$ W
Ch 200.35 Arc 200.35

Point of Beginning
527' North & 37' East
of Section Corner.

20 21
29 28

CITY OF AR.





OREGON STATE HIGHWAY DEPARTMENT

From O.W. RR & N. Co.

For Easement

Highway Columbia River

County Gilliam

Scale 1" = 50'

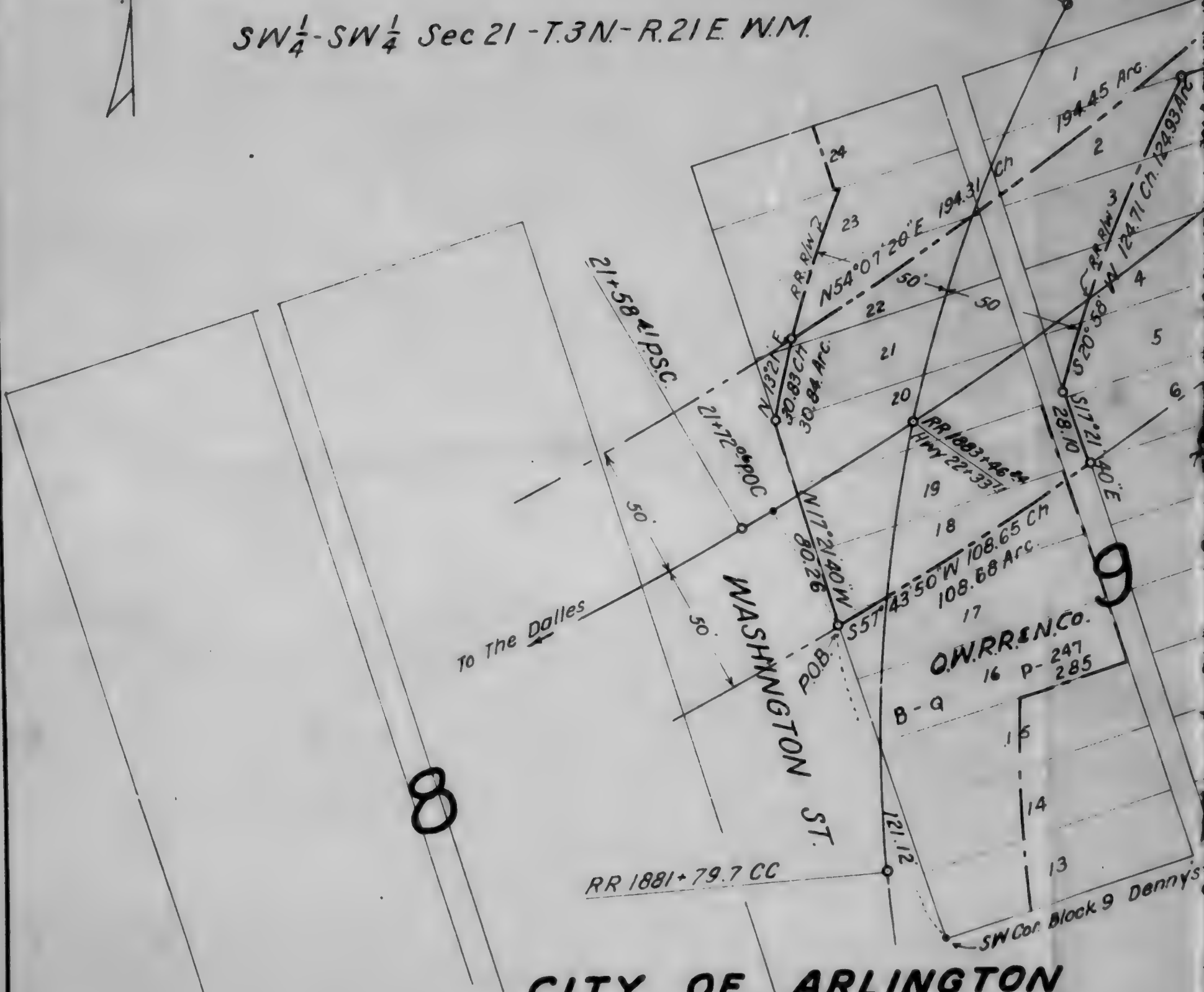
Date Oct. 1952



HWY
4° CL
Δ 13° 28' 05"

SW $\frac{1}{4}$ - SW $\frac{1}{4}$ Sec 21 - T.3N - R.21E W.M.

RR 1885+12.3 CC
Cordon Branch
O.W.R.R. & N. Co.



CITY OF ARLINGTON

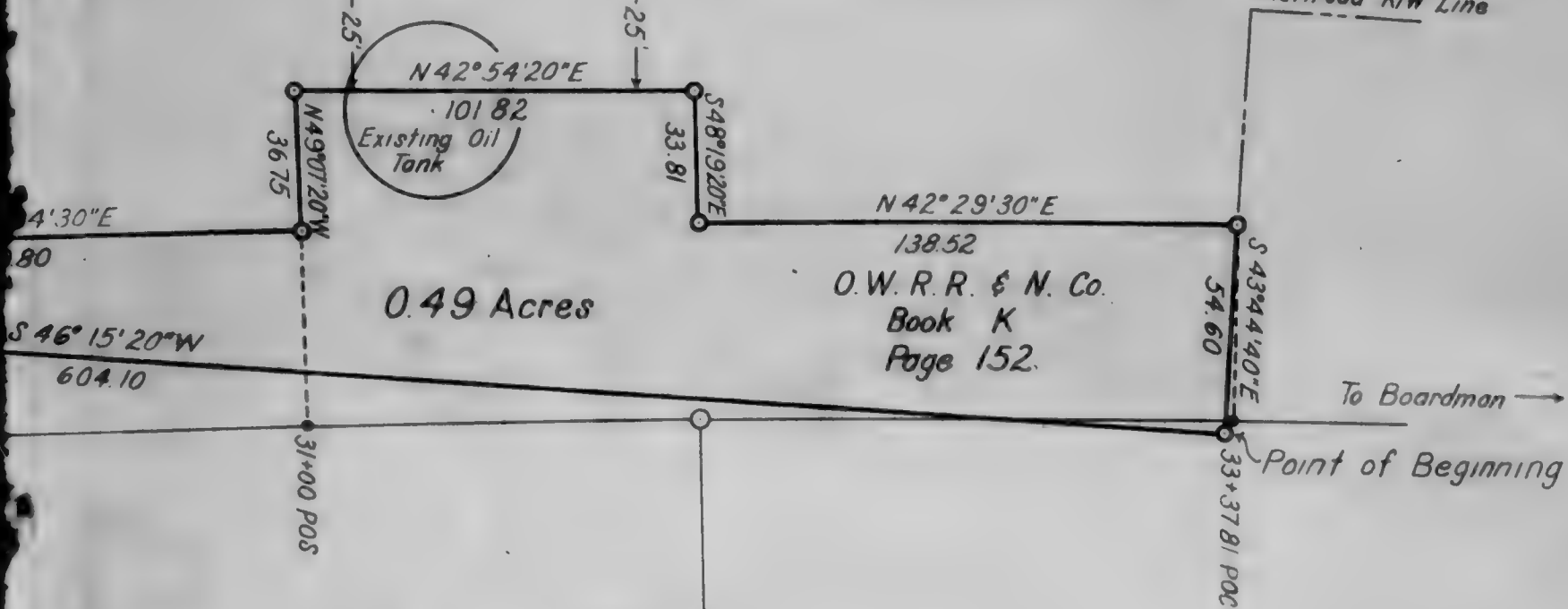
Section 21
21 E-W.M

1427

ck UPRR

Branch

Railroad R/W Line



1° 00' CR
TA 8° 12' 20"
To 535.99

OREGON STATE HIGHWAY DEPARTMENT	
From	O.W.R.R. & N. Company
For	Easement
Highway	Columbia River
County	Gilliam
Scale 1" = 50'	Date October 1952

SE 1/4 - Section 21
T.3 N. - R.21 E. - WM

320' Spiral
Q 125
S 6° 24.0'

L²⁸ 28+15.11 P.T.

Main Track U.P.R.R.

Condon Branch

25

36.75

N 49° 07' 20" W

27+33.23 POS

N 40° 34' 00" E
81.52

N 40° 25' 40" E
135.48

N 40° 34' 30" E
149.80

S 46° 15' 20" W
604.10

Railroad R/W

← To The Dalles

L²⁹ & Relocated Columbia River Highway

N 40° 25' 40" E

31+00 POS

L²⁹ 29+50.59 PS

250' Spiral
Q 0.4
S 1° 15.0'



RECEIVED
OCT 11 1952
FOR FILING

October 9, 1952

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee
Portland 12, Oregon

Your File: D 315-2-46

Dear Sir:

Under separate cover, I am forwarding cross sections between Main Street and Station 37 in the town of Arlington.

We have discussed the readjustment of the Shell plant with its officials several times, and they seem to lay considerably more stress on being able to enlarge their plant than on any necessity for the spur track. I presume their plant would be enlarged by getting a complete closure of Washington Street and leasing additional property from you between the plant and the Condon Branch. However, it would seem perfectly simple to adjust their spur to come from the Condon Branch so as not to switch across the highway, and we would be perfectly willing to provide for the adjustment.

In view of the fact that we propose to make no change, either in the grade or in the superelevation of the Condon Branch, and will adjust the Shell plant with or without tracks, whichever is deemed advisable, I would suggest that you present the matter to your management without waiting for a final decision in the Shell matter, as it seems to involve many officials.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:ar me

cc Mr. H. G. Smith

ASSIGNMENT

No. 2
By

FORM 2552
7-49-100M

October 8, 1952

Description: Letter of October 2 by Mr. Kidder of UPRR Co.
raising some questions in connection with encroachment map

Acknowledged by _____ Referred to Smith

Investigate and report with recommendation

Investigation, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for _____ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 11/1 Report received _____

Remarks:

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 N. Larrabee Avenue
Portland 12, Oregon

OCTOBER 2, 1952

(Refer to File D 315-2-46)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir: (Atten: Mr. W. C. Williams)
Assistant State Hwy. Engr.

Your letter September 26th submitting plans of proposed Highway revision through the Town of Arlington:

Looking over the encroachment map, raises a question of the effect of the proposed grade crossing on our Condon Branch; there is insufficient detail to determine this. It is suggested that profiles and sections be developed showing how the projected grade line will fit across the track. The present track layout is very tight for grade, leaving no opportunity to make adjustments in it.

To assist in presenting the proposed encroachments it is requested that cross-sections between Main Street and Station 37 be furnished.

The service to the Shell Company is of course very important and we should know whether it is contemplated to continue service to the present facilities or if relocation of the plant is being considered.

When the above questions have been determined, this office will be in much better position to present the matter to the management.

Yours very truly,

E. F. Kidder
E. F. Kidder,
Division Engineer

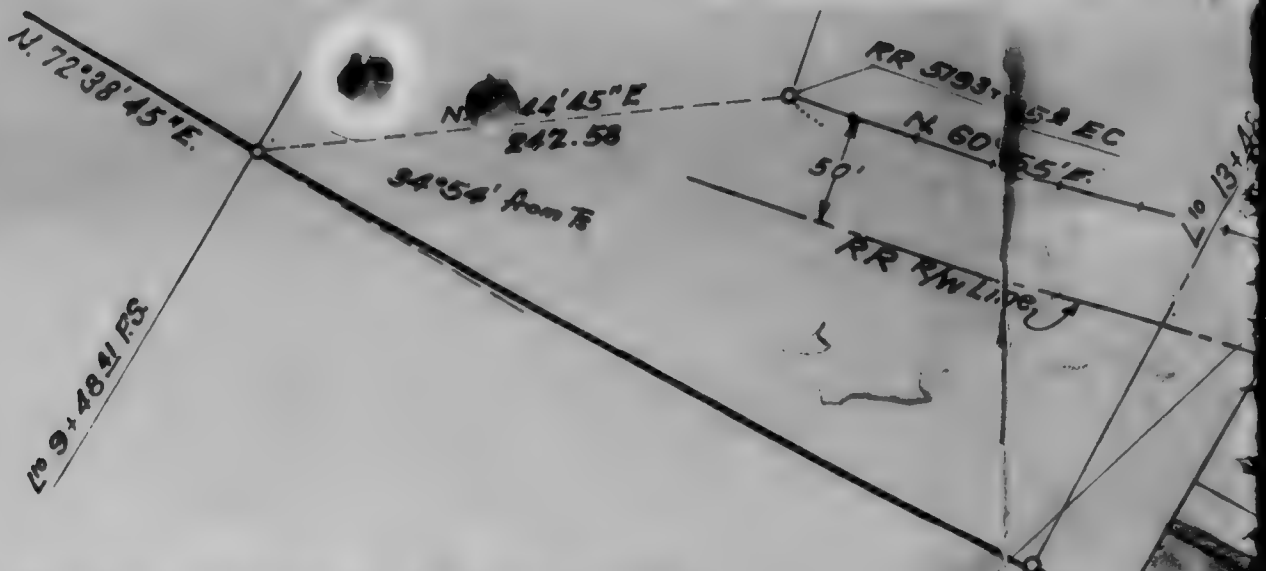
RECEIVED
OCT 10 1952
W. C. WILLIAMS

ENCROACHMENTS 10C-14-4

ENCROACHMENTS 10C-14-4

ENCROACHMENTS 10C-14-4

ENCROACHMENTS 10C-14-4



OREGON STATE HIGHWAY DEPARTMENT

MAP

ENCROACHMENTS ON O.W.R.R. & N. CO. PROPERTY

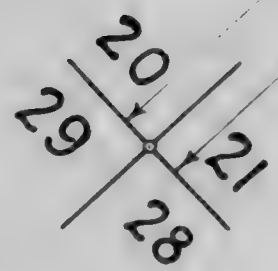
ARLINGTON SECTION

COLUMBIA RIVER HIGHWAY

GILLIAM COUNTY

SCALE 1" = 100' SEPT. 1952.

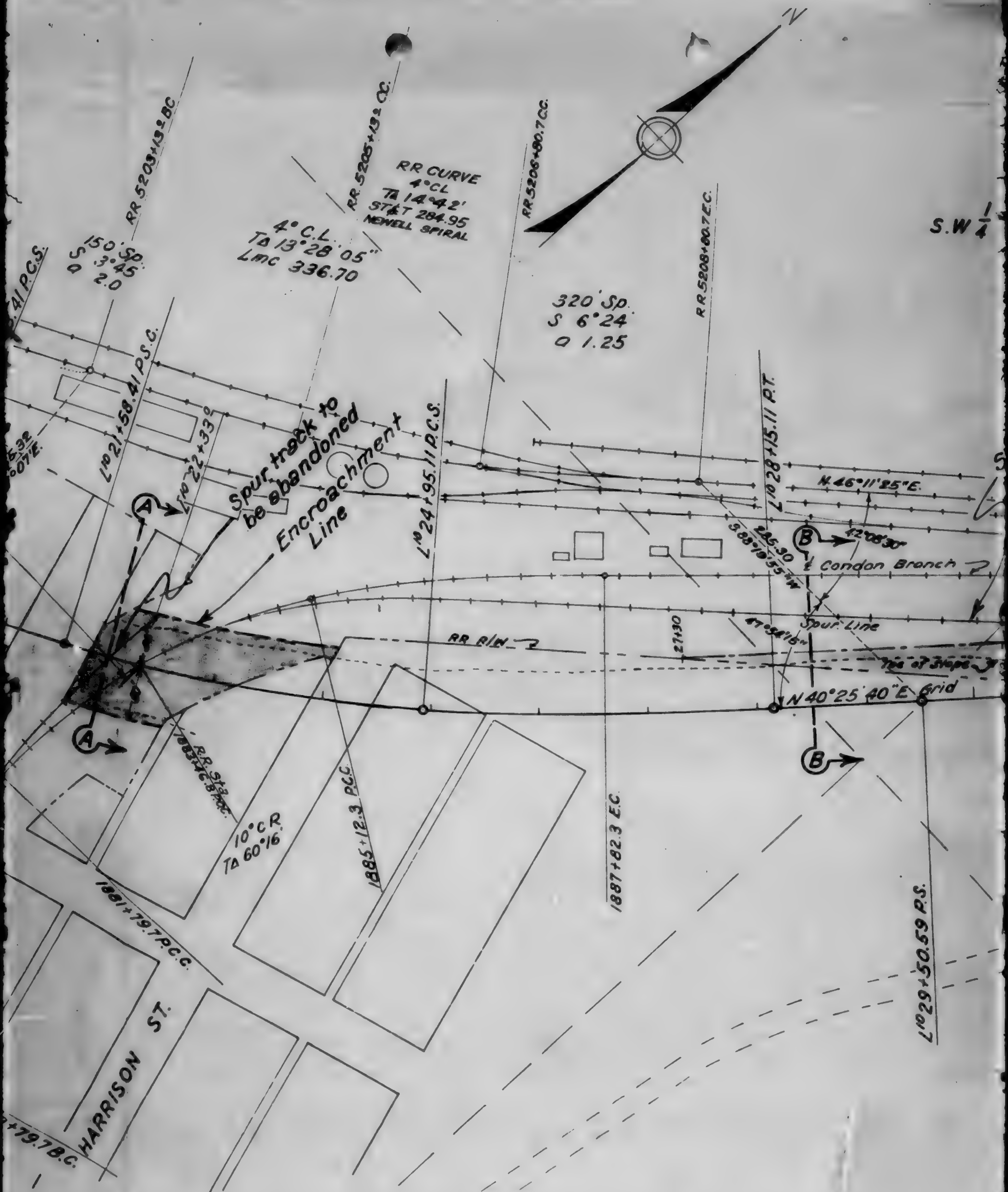
JOHN H. WALKER RES. ENGR.



Dwg. No. 10C-14-4

A





S.W. $\frac{1}{4}$ SEC. 21 T. 3 N. - R. 21 E. W.M.

Railroad R/W Line

Spur track to be abandoned

Tank to be removed

Encroachment Line

RR 5216+04.1 BC

N. 13° 44' 55" E.
313.08'

Semi-Tangent

Existing Columbia River Highway

L1029+50.59 P.S.

250' Sp.
S 1° 15'
0 0.4

L1032+00.59 P.S.C.

Condon Branch & Track

1° C.R.
TA 8° 12' 20"
Ts 535.99

L1037+71.15 P.C.S.

Spur Track

Railroad R/W Line

Candon Branch
& Track

Spur Track

L¹⁰ 22+00
250' Ground Elev.

Cross Section A-A
R.R. Sta 1883+00 (App)

R.R. Sta
Cross

Branch Line Connection
to be extended

Railroad R/W Line

Encroachment Line

To Pandleton →

Highway

Spur
& Track

L¹⁰ 37+71.15 P.C.S.

1 1/2:1 Slope

L¹⁰ 27+30

R.R. Sta. 1889+70 (App)

Cross-Section B-B

L¹⁰ 28150

303' Ground Elev.

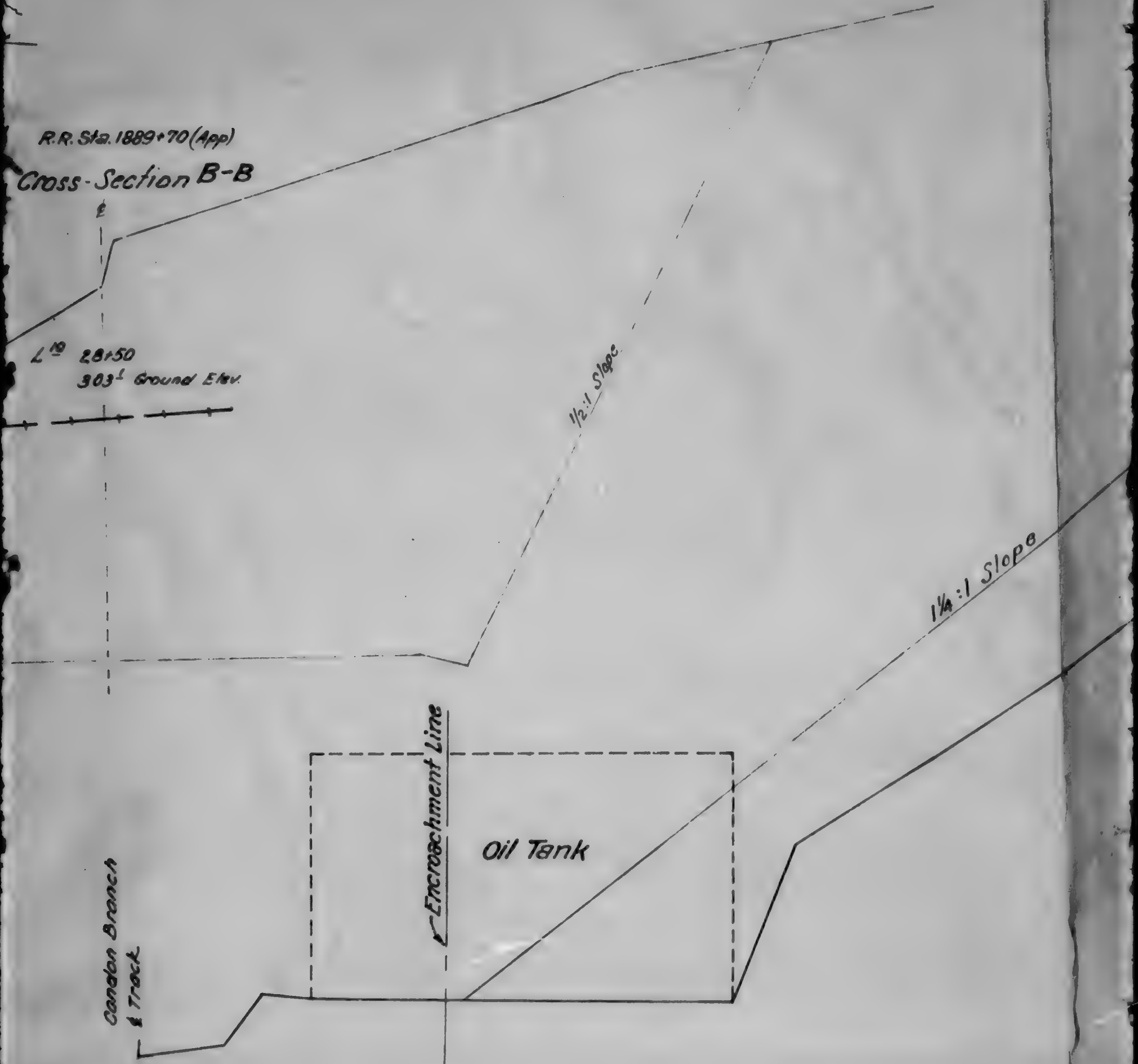
1/2:1 Slope

1 1/4:1 Slope

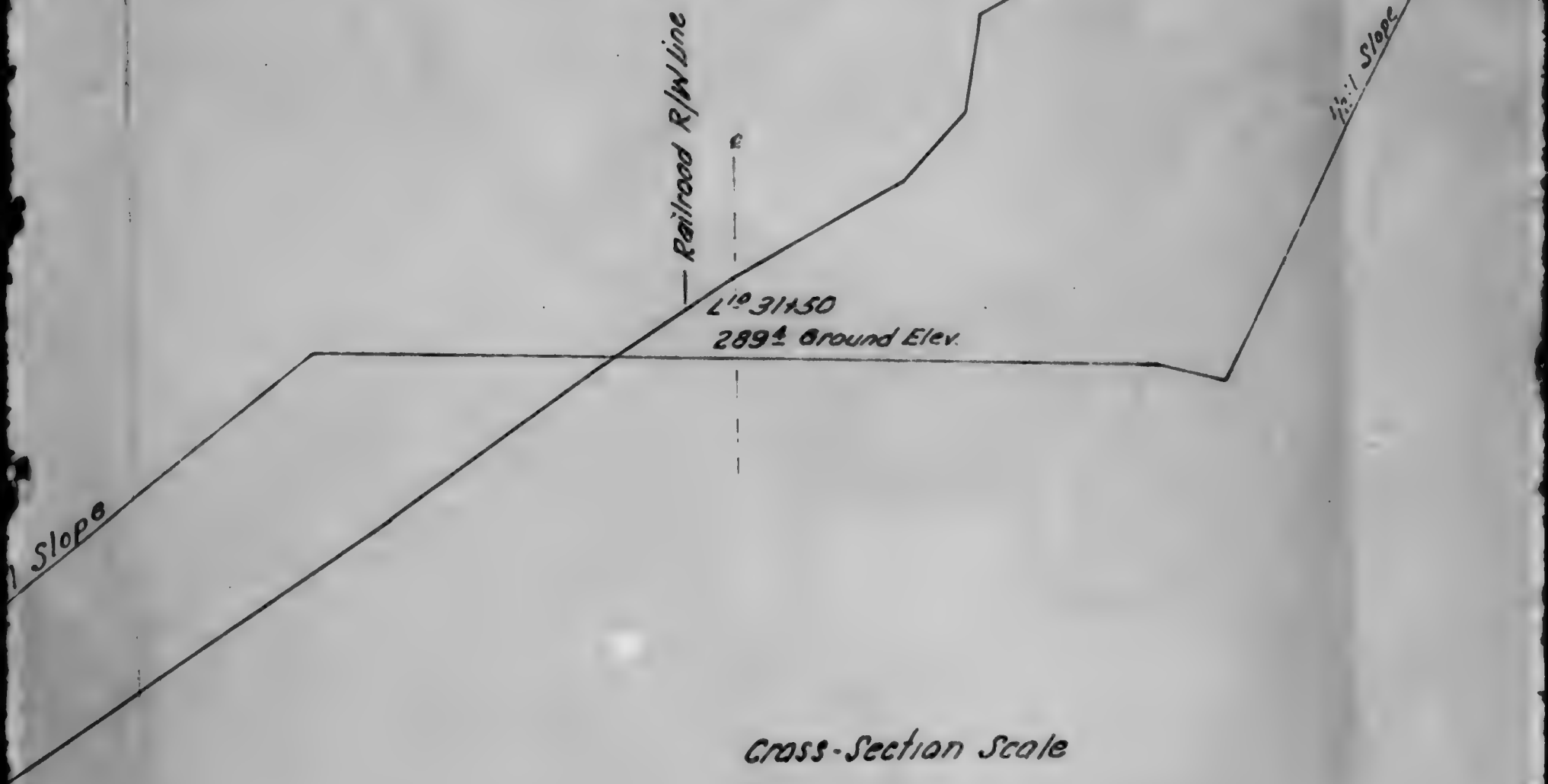
Candon Branch
& Track

Encroachment Line

Oil Tank



R.R. Sta 1892+70 (App)
Cross-Section C-C



Cross-Section Scale
Horiz. 1" = 10'
Vert. 1" = 10'

Scale: 1" = 100'

Aluminum Rod

Enclosed

4-4-201

1/2" Steel

RECEIVED
SEP 30 1952
FOR FILING

LF1-115(1)
3884

September 26, 1952

Mr. E. F. Kidder, Division Engineer
Union Pacific Railroad
2525 N. Larrabee
Portland, Oregon

Dear Sir:

Under separate cover I am sending you five copies of the encroachment map for the Arlington Section.

Our location is based upon the premises that the fuel oil tank which serves the Condon Branch and the spur line can be removed and also the spur to the Shell Oil Company. We think that our preliminary negotiations with both the Railroad and the Shell Oil Company will permit the removal of these spur tracks, although our negotiations are not complete with the Shell Oil Company and it may be that they will wish to retain the spur but have it reconstructed from a different direction.

You will note that we have shown the encroachment at Cross Section "AA" as extending clear across Washington Street. We presume you must have some agreement by which you occupy Washington Street, although we can find nothing in the County records. It may be that you will wish this encroachment changed to fit your exact right-of-way boundaries. If so, please advise, and we will make the necessary correction.

I am also sending a copy of our right of way map, drawing 7B-11-11, which shows considerably more detail than the encroachment map.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith

HGS: lg

RECEIVED

FOR FILING
FORM E-302 23M 11-50 44702

EF-1-145(9)
3824

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 8, 1952

SUBJECT:

To: Mr. E. F. Chidsey
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The decision has been reached to acquire right of way through the City of Arlington on the basis of 100' width.

Please submit the descriptions on this basis at your earliest convenience so that acquisition may be expedited.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams ✓
John H. Walker
Forrest Cooper

RECEIVED
AUG 10 1952
FOR FILING

FORM E-50 27,500 4-52 28908

Const
R/W
Cil. River Hwy (upper)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 7, 1952

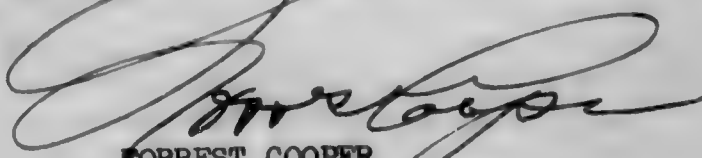
SUBJECT: Right of Way
Arlington

To:

W. C. Williams
Ass't. State Highway Engineer
OFFICE

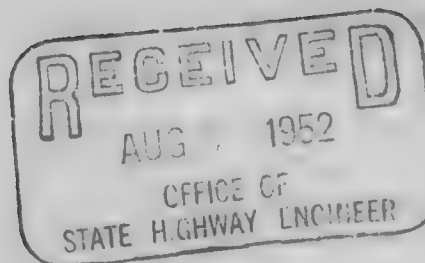
It would appear that the Highway Commission has granted us authority to acquire the right of way through the town of Arlington.

If you will have the necessary descriptions prepared and turned over to the Right of Way Department, we will immediately proceed on this line.



FORREST COOPER
Right of Way Engineer

FC:rmw



RECEIVED

FOR FILING

FORM E-30X 10M 1-52 98419

EF-1-145(2)
3721

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon.....
July 17, 1952.....

C
O
P
Y

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Dept.
Salem, Oregon

L Dear Sir:

I am including, herewith, proposed plans for traffic control through the City of Arlington. This plan was drawn up by Mr. Walker, proposing a section consisting of four 12 ft. lanes, a 4 ft. separator strip in the center, two 9 ft. parking lanes and a curb. Using a 100 ft. right of way, this would leave approximately 15 ft. on each side for side walks and curb.

It would be possible to get by with a 90 ft. street on this same section, except for the fact that some additional width will be necessary in order to accomodate the slopes necessary in construction. Slope Easements could be secured from the property owners and a 10 ft. section used for curbs and side walks.

I am recommending the above section, using a City Street Plan, because I believe its adoption should very much simplify the problem of securing right of way through the town. Should we elect to put a no access highway through Arlington we would get stubborn resistance from the property owners.

Due to the limited space available I doubt if sufficient right of way could be acquired to enable us to construct an outside service road as we have done in Boardman. In discussing this problem with the property owners in Arlington they have stressed the point that space is of vital importance and have requested us to hold our right of way to the minimum width necessary to adequately serve the traffic.

By eliminating the 4 ft. separator strip in the center and reducing the parking strip to eight ft. the total right of way required could be reduced to 80 ft., providing Slope Easements are secured. However, I would recommend the adoption of the enclosed plan, using a 90 ft. right of way and Slope Easements.

Mr. Walker requests that he be advised as soon as possible as to the width of right of way required so that the Descriptions can be prepared and submitted.

(sgd) E. F. Chidsey

OREGON STATE HIGHWAY DEPARTMENT

MAP

ENCROACHMENTS ON O.W.R.R. & N. CO. PROPERTY

ARLINGTON SECTION

COLUMBIA RIVER HIGHWAY

GILLIAM COUNTY

SCALE 1" = 100'

JOHN H. WALKER . RES. ENGR.

SEPTEMBER 1952



150.50
3.45
2.0
0.5

L1020+08.41 P.C.S.

L1021+58.41 P.S.C.

L1022+33.0

Spur be

ARLINGTON

FIRST

SECOND

MAIN ST.

O.W. R.R. & N. Co. Condon Branch
WASHINGTON ST.

HARRISON ST.

L1019+79.7 B.C.

L1021+79.7 P.C.C.

10° C
TA 60°



S.W. $\frac{1}{4}$ SEC. 21 T. 3

4° C.L.
TA 13° 28' 05"
Lmc 336.70

320' Sp
S 6° 24'
Q 1.25

Spur track to
be abandoned
Encroachment
Line

Spur track to
be abandoned

L¹⁰ 24+95.11 P.C.S.

L¹⁰ 28+15.11 P.T.

Cordon Branch

Spur Line

RR R/W

27+30

N 40° 25' 40" E Grid

B

C

10° C.R.
TA 60° 16'

1885+12.3 P.C.C.

1887+82.3 E.C.

L¹⁰ 29+50.59 P.S.

250' Sp
S 1° 15'
Q 0.4

1022+00.50 P.C.C.

21 T. 3 N. - R. 21 E. W.M.

Railroad R/W Line

21.31

ck to
done

Tank to be removed

Encroachment
Line

Branch Line Connection
to be extended

Semi-Tangent

To Pendleton

Existing Columbia River Highway

L1032+00.59 P.S.C.

Candon Branch
& Track

1° C. R.
TA 8°12'20"
Ts 535.99

L1037+71.15 P.C.S.

Spur
& Track

Spur Track

Candon Branch
& Track

L¹⁰ 22+00

250' Ground Elev

Cross Section A-A

R.R. Sta 1883+00(App)

R.R. Sta. 1889+70(App)

Cross-Section B-B

L¹⁰ 28+50

303' Ground Elev

Railroad R/W Line

Encroachment Line

1 1/2:1 Slope

To Pendleton →

Candon Branch
& Track

Line Connection
be extended

P.R. Sta. 1889+70 (App)

Cross-Section B-B

28+50
303' Ground Elev.

$1/2:1$ Slope

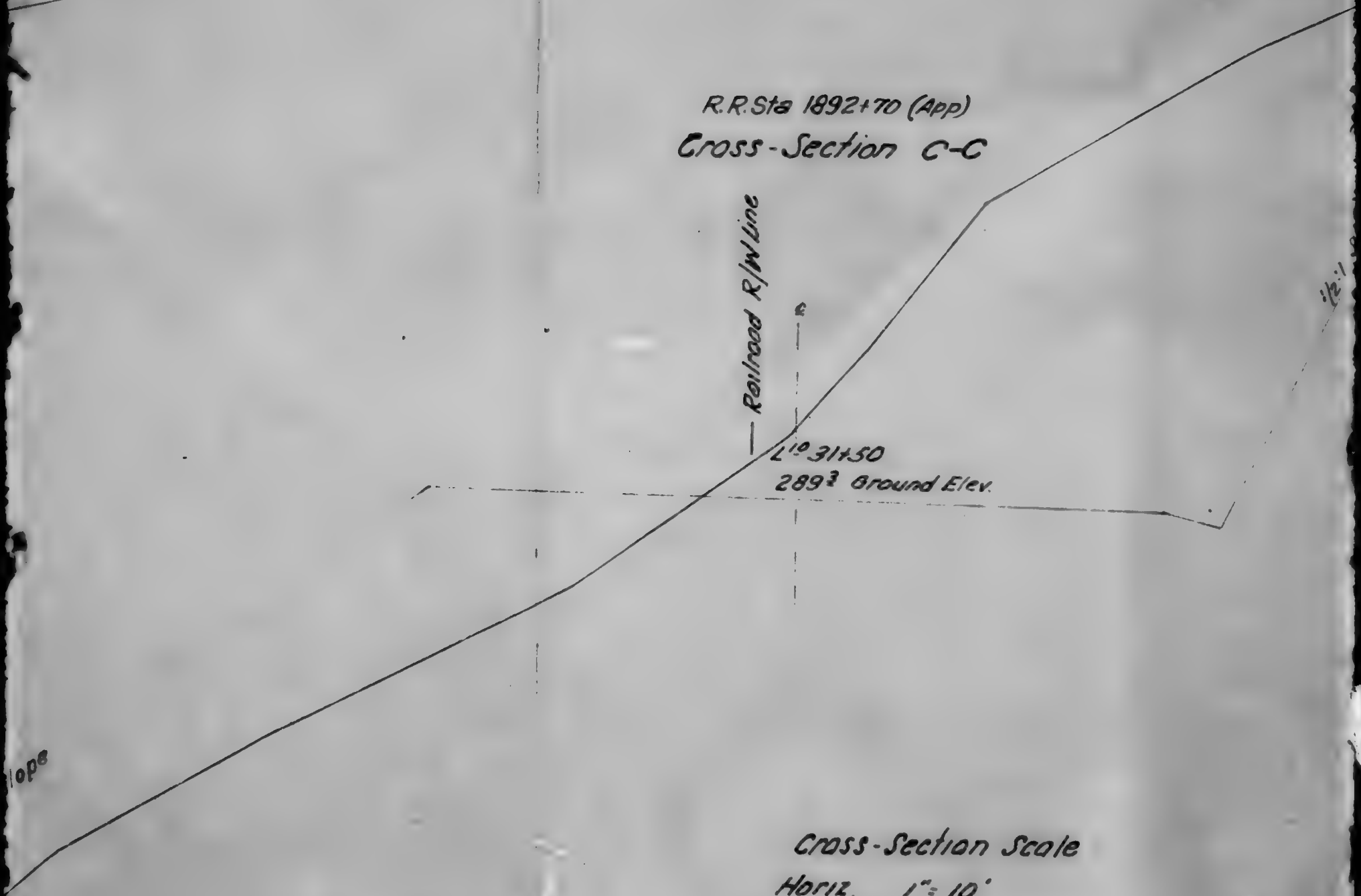
$1/4:1$ Slope

Encroachment Line

Candon Branch
& Track

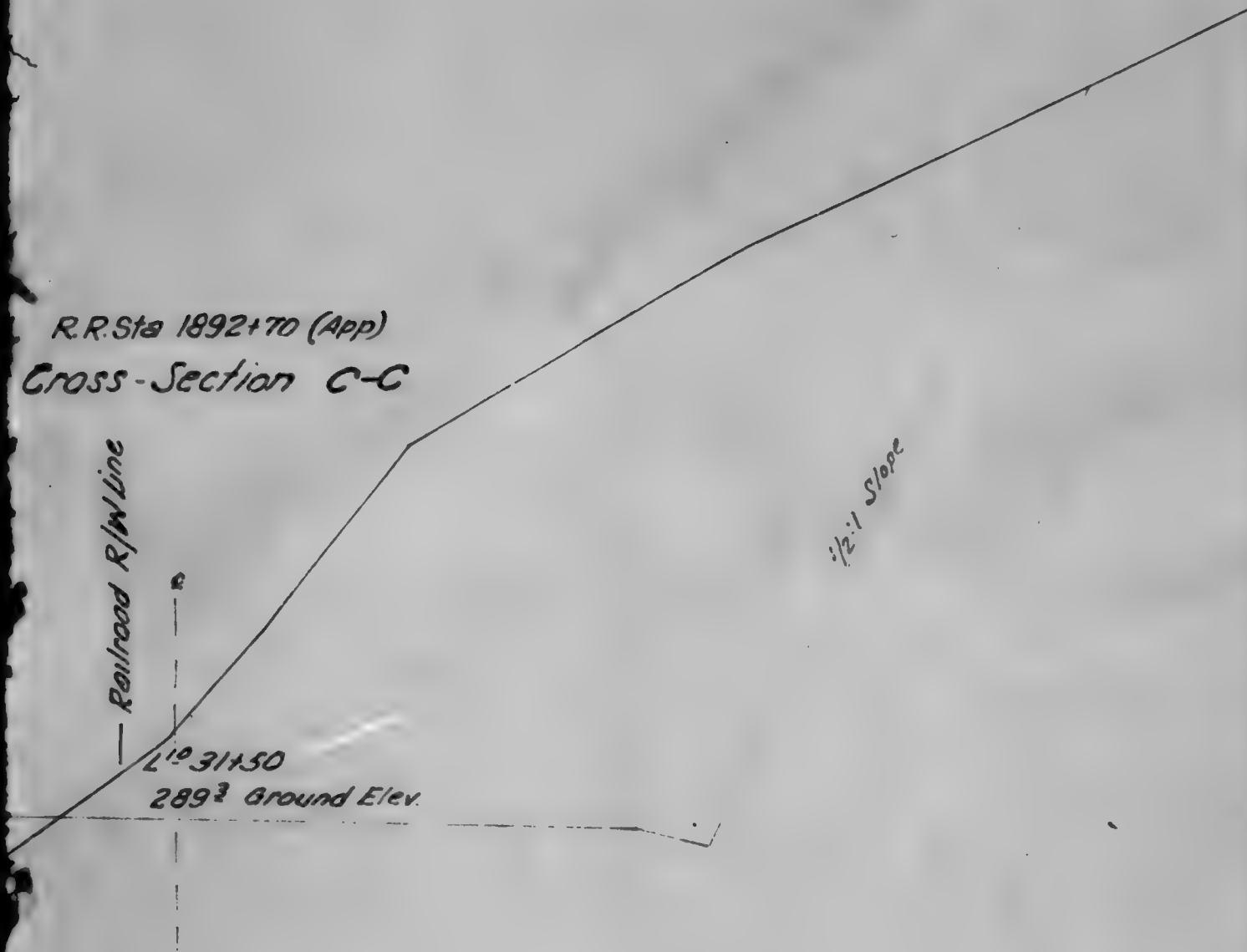


R.R. Sta 1892+70 (App)
Cross-Section C-C



Cross-Section Scale
Horiz. 1" = 10'
Vert. 1" = 10'

R.R. Sta 1892+70 (App)
Cross-Section C-C



Cross-Section Scale

Horiz. 1" = 10'
Vert. 1" = 10'



I-145(8) Heppner Junction Overcrossing 1953

43385

1915

Executed 11-8-54 Report Received

OREGON STATE HIGHWAY DEPARTMENT

(date)

April 28, 1954

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1085

8-final

R.H. Jones

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

7930

R-92743

3,183.75
\$

4/27/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: to March 1, 1954 without penalty

Completion Date: March 1, 1954

Date Accepted: April 1, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-30-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By

Howard Quay
Assistant Secretary

Warrant Mailed:

4-30-54
aw

4-30-54, gl

RECEIVED
FOR FILING

1-175(1)

3585

April 14, 1954

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3885 for construction of the Heppner Junction Overcrossing on the Columbia River Highway in Gilliam County was completed by the contractor, R. H. Jones, on March 1 and was formally accepted by the Highway Commission on April 1, 1954.

Final payment in the amount of \$3,183.75 will be released to the contractor on or after April 24, 1954. The total contract amount is \$34,551.10, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON C.M.

4-14-54

RECEIVED
JAN 3 - 1954
FOR FILING

I-145(1)
35

February 1, 1954

Mr. W. L. Jones
Box 1, Box 258
Hillsboro, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on January 21, 1954, had under discussion your request for an extension of time from September 30, 1953 to and including March 1, 1954 within which to complete your contract No. 3885, for constructing the Legner Junction overcrossing on the Columbia River Highway in Willamette County.

It is pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

WILLIAM L. JONES, Secretary

Secretary

cc: W. L. Carson,
Division Engineer

H. B. Leel,
District Engineer

G. L. Carson
Assistant State Highway Engineer

1092
State OregonFederal Aid Interstate Project No. I-145(8)U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of December, 1953,
by and between The Oregon State Highway Commission
_____, constituting

for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public
Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the
act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary
thereto:

Whereas the Highway Department of said State submitted on the 29th day
of October, 1952, a program, which was approved on
the 7th day of November, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the admin-
istration of the act, has furnished surveys, plans, specifications, and/or estimates for said project
which were recommended for approval by the District Engineer of the Bureau of Public Roads on
the 3rd day of February, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans,
specifications, and/or estimates, and the sum of ninety-five thousand and 00/100

dollars (\$95,000.00) as the share of the United States payable under said act on account of said
project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost
thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully per-
formed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby
mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939. (Include date and citation of

act of legislature by which authorized)

(b) From other sources _____

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 571+10 in the SE 1/4, Section 26, T. 4 N., R. 22 E., W.M.,
and survey station 584+43 in the SW 1/4, Section 25, T. 4 N., R. 22 E., W.M.,
except stations 572+60 to 581+49,

_____ length 0.084 miles, in Gilliam County,
 being Oregon Federal Aid / Interstate project No. I-145(8), consisting of 0.000 miles of
 roadway and two bridges, each of more than 20 feet clear span, 0.084 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____
ninety-five thousand and 00/100

dollars (\$ **95,000.00**), which does not exceed the authorized Federal pro rata share of _____
two hundred two thousand, seven hundred two and 50/100

dollars (\$ **202,702.50**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of _____
Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____

(Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

Attest
W. H. [Signature]
SECRETARY

RECOMMENDED FOR APPROVAL:
[Signature]
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)
By *[Signature]*
Chairman, State Highway Commission
(Title of officer)
By *[Signature]*
Member, State Highway Commission
(Title of officer)
By *[Signature]*
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)
By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By *[Signature]*
Division Engineer,
Bureau of Public Roads.



Oregon State Highway Department

Federal Aid Project
No. E-245 (6)

ARLINGTON-NEPHER JUNCTION SECTION (STRUCTURES)
ON THE COLUMBIA RIVER HIGHWAY IN WILLIAM COUNTY

(Estimate as a basis for project agreement, based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code K121
Hogpen Junction Overcrossing (Sta. 571+10 to Sta. 572+60) (Contract No. 1886)

360 cu. yds.	Structural Excavation	\$ 8.00	\$ 2,880.00
10 cu. yds.	Structural Excavation below Elevation Shown	8.00	80.00
360 cu. yds.	Class "A" Concrete	58.00	20,880.00
80,000 lbs.	Metal Reinforcement	0.1075	8,600.00
100 lin. ft.	6-inch Metal Drain Pipe	4.00	400.00
			<u>\$ 32,840.00</u>

Type Code K121
Willow Creek Bridge (Sta. 581+42 to Sta. 584+43) (Contract No. 3262)

All Required	Shoring, Cribbing, Etc.		\$ 25,000.00
1,100 cu. yds.	Structural Excavation	\$ 5.00	5,500.00
10 cu. yds.	Excavation below Elevation Shown	10.00	100.00
750 cu. yds.	Rock Riprap	2.50	1,875.00
480 cu. yds.	Class "A" Concrete	70.00	33,600.00
530 cu. yds.	Class "A-A" Concrete	80.00	42,400.00
108,000 lbs.	Metal Reinforcement	0.12	12,960.00
All Required	Prestressing Reinforcement and Prestressing		<u>30,000.00</u>
			\$151,435.00
	Subtotal		\$181,275.00
	10% Ingr. & Cont.		<u>18,427.50</u>
	Total		\$202,702.50

Length of Structures 0.064 Mile

Federal Funds-----	\$ 95,000.00
State Funds-----	<u>107,702.50</u>
	\$202,702.50

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. I-145 (C)

ARLINGTON-HEPPER JUNCTION SECTION (STRUCTURES)
ON THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 2, 1953

Type Code X121

Hepper Junction Overcrossing (Sta. 571+10 to Sta. 572+60)

360	cu. yds.	Structural Excavation	\$ 7.50	\$ 2,700.00
10	cu. yds.	Structural Excavation Below Elevation		
		Shoam	10.00	100.00
360	cu. yds.	Class "A" Concrete	70.00	25,200.00
80,000	lbs.	Metal Reinforcement	0.11	8,800.00
100	lin. ft.	6-inch Metal Drain Pipe	2.00	200.00
		Subtotal		\$37,000.00
		10% Engr. & Cont.		3,700.00
		Total		\$40,700.00

Length of Structure 0.028 mile

Federal Funds	\$25,000.00
State Funds	15,700.00
	\$40,700.00

HEPPNER JUNCTION OVERCROSSING

PROJECT NO. I-145 (F)

All necessary rights of way have been acquired for this project, but the agreement with the Union Pacific Company covering construction of the overcrossing structure has not been completely executed. It is now believed that right of entry can be secured within twenty days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 2, 1953

Oregon State Highway Department

Federal Aid
Project No. 1-145 (8)

ANLINGTON-HEPPER JUNCTION SECTION (STRUCTURES)
ON THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 5, 1953

Type Code K121
Hepper Junction Overcrossing (Sta. 571+10 to Sta. 572+60) (Contract No. 3885)

360 Cu. Yds.	Structural Excavation	\$ 8.00	\$ 2,880.00
10 Cu. Yds.	Structural Excavation Below Elevation Shown	8.00	80.00
		58.00	20,880.00
360 Cu. Yds.	Class "A" Concrete	0.1075	8,600.00
80,000 Lbs.	Metal Reinforcement	4.00	400.00
100 Lin. Ft.	6-inch Metal Drain Pipe		
			\$ 32,840.00

Type Code K421
Willow Creek Bridge (Sta. 581+49 to Sta. 584+43)

All Required	Shroing, Cribbing, Etc.	\$ 5.00	\$ 7,500.00
1,100 Cu. Yds.	Structural Excavation	10.00	5,500.00
10 Cu. Yds.	Excavation Below Elevation Shown	5.00	100.00
750 Cu. Yds.	Rock Riprap	70.00	3,750.00
400 Cu. Yds.	Class "A" Concrete	80.00	33,600.00
530 Cu. Yds.	Class "A-A" Concrete	0.115	42,400.00
108,000 Lbs.	Metal Reinforcement		12,420.00
All Required	Prestressing Reinforcement and Prestressing		11,000.00

\$136,270.00

Subtotal \$169,110.00
10% Engr. & Cont. 16,911.00

Total \$186,021.00

Length of Structures 0.084 Miles

Federal Funds-		\$ 95,000.00
State Funds-		<u>91,021.00</u>
		\$186,021.00

RECEIVED
FOR FILING

1-14-53
3015

January 21, 1953

State Highway Commission

Request for extension of time
No. 8
January 21 and 22 meeting.

Re: Request.

at: Upper Junction Overcrossing
on Columbia River Highway
Contract No. 3015

S. H. Jones, contractor for the construction of the Upper Junction Overcrossing on the Columbia River Highway in Gilliam County, has requested an extension of time from September 30, 1953 to and including March 1, 1954 to complete the work on this project.

The starting of work on this project was delayed at our request until the adjacent highway grading contractor has completed the shooting of a rock cut immediately adjacent to the west end of the structure. The project was further delayed by difficulty in securing the necessary railroad insurance. This section of highway is not yet open to traffic, and no inconvenience has been caused the public.

It is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

A. H. Hulse
State Highway Engineer

Encls.

RECEIVED
AUG 25 1953
FOR FILING

1-11-1

Salem, Oregon
August 25, 1953

Files Pux 50, 19912, 20478
Livestock Underpass
Heppner Junction Overcrossing
Columbia River Highway

Mr. R. L. Porter
Right of Way Engineer
Office

RAILROAD COMPANIES
FILE No. 409

Attention: Mr. J. W. DeSouza

Attached for further handling are two copies of an agreement with the O.W.R. & N and Union Pacific Railroad Company re livestock underpass under the Heppner Junction Overcrossing on the revised location of the Columbia River Highway at Heppner Jct. These copies have been executed by the Highway Commission and are now ready for the signatures of the officials of the Railroad Co.

When fully executed please return one copy to this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 12, 1953

SUBJECT:

Files Pux 50, 19912, 20478
Livestock Underpass
Heppner Junction Overcrossing
Columbia River Highway

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first carbon copy of easement for livestock underpass under the Heppner Junction Overcrossing on the revised location of the Columbia River Highway at Heppner Junction.

After execution by the State Highway Commission, please return both copies direct to me for further handling.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 2

cc: Mr. W. C. Williams
Mr. G. S. Paxson

NOTED
W. C. WILLIAMS

APPROVED BY HIGHWAY COMMISSION

DATE Nov. 9, 1950, minute page 17415
W. C. Williams
Secretary

This agreement with the RR provides a location for a stock pass. To be constructed by the State as a part of the consideration to Phyllis & Phyllis that is for right of way as shown under item 16619 on page 17415 of the minutes of 11-9-50

RECEIVED
JUN 18 1953
FOR FILING

E-415(5)
3175

June 18, 1953

Oregon State Highway Commission

Re: Heppner Junction Overcrossing
Contract 3085

Gentlemen:

On March 19 a contract was entered into with R. H. Jones for the construction of an overcrossing of the Union Pacific tracks at Heppner in Millam County. The new line east of the Heppner Junction Overcrossing crosses the Hartz ranch, and our right-of-way dealings call for a 12-foot driveway to connect the severed portion of the ranch. There was also a road on the railroad right of way leading from the present Heppner Junction station to a railroad side track south of the new line.

The most economical method of providing for these two facilities is to lengthen the Heppner Junction Overcrossing by 27 feet, carrying both the stock driveway and the road under the structure. This will eliminate the separate structure for the stock driveway and a retaining wall which would have been necessary for the roadway, which would cost about \$14,000. The estimated cost of lengthening the structure is \$7,000, which plan offers a definite saving.

This is a relatively small project, the contract amount being \$32,840, and the contingency fund set up in the authorization is not enough to cover the additional length. It is recommended that the authorization be increased in the amount of \$7,000.

Very truly yours,

H. E. Baldock
State Highway Engineer

cc Mr. G. S. Paxson

GSP:gm fp

RECEIVED
FOR FILING

4-19-53
208

April 29, 1953

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3885, which was awarded to you on March 19, 1953 by the State Highway Commission, for constructing the Heppner Junction Overcrossing on the Columbia River Highway in Gilliam County. This copy is for your files.

We are also sending an executed copy of the above contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl. 1

Recorded 4/29-53

RECEIVED
MAY 1 1953
FOR FILING

T-145(1)
3885

AGENDA
- MAR 19 1953

30-12

March 19, 1953

Mr. R. K. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Mr. Jones:

The State Highway Commission on February 18, 1953, accepted your proposal to construct a reinforced concrete viaduct to carry Columbia River Highway traffic over the Heppner Branch tracks of the Union Pacific Railroad Company east of Arlington in Gilliam County for the sum of \$32,840, and on the same day awarded Contract No. 385 to you subject to clearance of right of way matters and concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc -

Mr. W. H. Franzen
Mr. H. G. Smith
Mr. G. J. Paxon
Mr. S. H. Probert
Mrs. Goldie Lewis

E. R.

RECEIVED

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

WESTERN
UNION

W. P. MARSHALL, PRESIDENT

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

1200

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 19, 1953
10:15 a.m.

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Hoppner Junction Overcrossing on Columbia River Highway in Gilliam County. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head



RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

#-145(8)

March 19, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of this date advising that all rights of entry have been acquired for Oregon Project I-145(8), Heppner Junction Overcrossing on the Arlington-Heppner Junction Section of the Columbia River Highway, and as the State-Railroad agreement covering the structure appears satisfactory, we hereby concur as of this date in award of contract No. 3885 to R. H. Jones of Hillsboro, Oregon, low bidder in the amount of \$32,840.00 at the February 18, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer



Copy to Bureau

RECEIVED
1953
FOR FILING

I-145(5)

Salem, Oregon
March 2, 1953

RAILROAD COMPANIES
FILE No. 409

Mr. C. W. Enfield
Chief Counsel
Office

Attention: Mr. J. W. DeSouza

Attached are two copies of an agreement between the State Highway Commission and the Union Pacific Company and the O.W.R. & N. Company covering easement for overcrossing of the Heppner Branch in Gilliam County, Oregon. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully executed please return one copy to this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 2

RECEIVED
1953
FOR FILING

I-145(1)
3-25

NOTED
H. B. GLAISYER

February 24, 1953

Mr. Ben R. Chandler
Surfrider Hotel
Honolulu, T. H.

RAILROAD COMPANIES
FILE No. 409

Dear Mr. Chandler:

I enclose for your approval and signature two copies of the signature page of an agreement between the State Highway Commission, the O. W. R. and N. Company, and the Union Pacific Railroad Company covering construction of the Heppner Junction Overcrossing on the revised location of the Columbia River Highway in Gilliam County.

You will recall that this project was advertised for bids to be received on February 18, 1953. R. H. Jones, Hillsboro, was the low bidder for the work and his bid was accepted, but definite award of the contract was deferred pending the clearing up of right of way matters and receipt of concurrence from the Bureau of Public Roads.

The enclosed agreement will clear the right of way matters. I am informed by Mr. Williams that the signing of this agreement by the Commission cannot wait until either you or Mr. McIver returns which is the reason that I am forwarding you the signature page at this time. You will note that Mr. Reynolds has signed both copies.

If you approve the agreement, will you kindly also sign them and return them to me air mail in the stamped addressed envelope which I am enclosing for your convenience.

Thanking you kindly, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Encl.

Return to 3/2/53
[Signature]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 20, 1953

SUBJECT: Pux 50 - Heppner Jct. Overcrossing
Gilliam County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

Herewith I hand you original and counterpart copy of agreement with Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) covering the construction of the Heppner Junction Overcrossing on the revised location of the Columbia River Highway in Gilliam County.

I understand that a satisfactory bid for the construction of the project was received at the last meeting and that it is desired to make an award as soon as possible. It, therefore, is suggested that the forms of agreement be sent out for execution by the individual Commissioners as promptly as possible so that execution of the instruments will not have to await the next meeting of the State Highway Commission.

After execution by the Commissioners please return both copies direct to me for further handling.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 2

cc: Mr. W. C. Williams
Mr. G. S. Paxson

RECEIVED
FEB 20 1953
FOR FILING

I-145(E)
3825

February 20, 1953

Mr. Charles H. Reynolds
Sommer Hotel Building
Post Office Box 898
La Grande, Oregon

RAILROAD COMPANIES
FILE No. 469

Dear Mr. Reynolds:

The attached agreements with the Oregon-Washington Railroad & Navigation Company cover construction of the Heppner Junction Overcrossing on the revised location of the Columbia River Highway in Gilliam County.

Mr. Williams informs me we cannot wait until either Mr. Chandler or Mr. McIver returns before completing the contract arrangement, so it is going to be necessary to send the within papers to Mr. Chandler air mail. Mr. Chandler is leaving San Francisco this afternoon for Honolulu, so if you will kindly sign these papers, I believe that by air mailing them to him, they will reach Honolulu about the same time as he does.

I enclose a stamped addressed envelope for your convenience in returning them to me.

Thanks a lot.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encls.

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 3, 1953

I-145(8)
3855

I-145(8)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

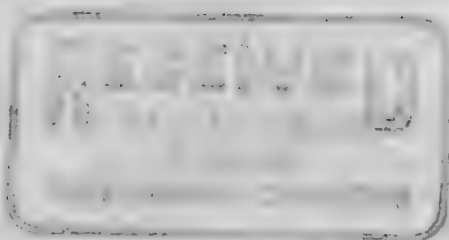
P. S. & E. documents for Oregon Project I-145 (8),
Arlington-Heppner Junction Section of the Columbia River Highway have
today been recommended for approval, subject to such changes
as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending
receipt of advice that all rights of way or rights of entry have
been acquired and pending receipt of copies of the railroad
agreement.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer



RECEIVED

FOR FILING

FORM E-90X 28M 11-50 44708

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 28, 1952

NOTED
W. C. WILLIAMS

SUBJECT:

To:

Mr. J. W. DeSouza

Assistant Counsel

Office

RAILROAD COMPANIES

FILE No. 407

Dear Sir:

Herewith original and one copy of an agreement submitted to us by the Union Pacific Railroad Company to cover the Heppner Junction Overcrossing. This agreement appears much more stringent than previous agreements with the railroad company. I particularly call your attention to the following items:

At the top of page 3 in the last sentence of subsection "d" the railroad company apparently prohibits the construction of any electric power transmission line across the easement they are grading. I believe our state laws give the power company the right to place transmission lines parallel to our highway.

In subsection "h" on page 3 is a tax provision which may be acceptable, but if I remember correctly is worded differently from previous agreements.

In section 4, subsection "a" reimbursement to the railroad companies is not limited to those items classified as reimbursable by G.A.M. 299.

Section 6, subsection "a" on page 7 makes the State responsible for any cost incurred by the railroad company either directly or indirectly contributable to any act or omission of the State or its contractor. This is in addition to all the insurance that they are requiring the contractor to furnish.

Section 9 on page 8 is apparently put in to cover the possibility of any slide or movement of materials. I do not anticipate any danger of any movement, but this is a new section in these railroad agreements.

August 28, 1952

Section 10 on page 9 has to do with roadway access to the Heppner Junction Depot. It does not seem that this should be a part of this grade separation agreement. The railroad company have the same rights of access to our highway that any other citizen has, and they are no more entitled to cover these rights by agreements of this kind than anyone else.

Section 11 on page 9 is new in railroad agreements. The State, of course, has every intention of living up to any agreement it enters into but this would appear to set a precedent, in so far as agreements are concerned, that we might not want to establish.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:cb

Enclosure

cc: W. C. Williams

RECEIVED
FOR FILING

FORM E-90 27,000 4-52 50008

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 25, 1952

SUBJECT: Pux 50
Heppner Junction Overcrossing
William County

To: Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

Dear Mr. Williams:

Herewith I hand you copy of PUC Order No. 30155 issued with reference to petition of the Highway Commission for reconsideration of that part of the order relating to the Heppner Overcrossing project denying motion to amend petition with reference to insurance protection which can be demanded by the railroad companies.

Briefs were filed and it is to be noted that the Commissioner does not accept any jurisdiction with reference to insurance matters.

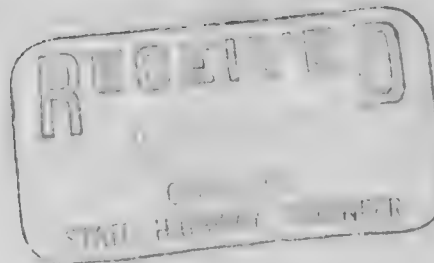
Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

cc: Mr. G. S. Paxson

NOTED
W. C. WILLIAMS



P.U.C. OREGON ORDER NO. 30155

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the)
State of Oregon, by and through its State)
Highway Commission, for authority to cross)
over the tracks and right of way of the)
Heppner Branch of the Oregon-Washington)
Railroad & Navigation Company (Union Pacific) F-2329
Railroad Company, Lessee) on the Columbia)
River Highway at Heppner Junction, in)
Government Lot One (1) of Section 26,) ORDER
Township 4 North, Range 22 East, W.M., in) DENYING PETITION
Gilliam County, Oregon.) FOR RECONSIDERATION

RECEIVED
JUN 20 1952

P.U.C. Oregon Order No. 29436 was issued, effective March 10, 1952. Thereafter, and on March 19, 1952, the State of Oregon, by and through its State Highway Commission, filed a petition for reconsideration of that portion of the order which denied petitioner's motion to amend paragraph VII of the original application. Thereafter, and on April 15, 1952, an order was issued calling for written briefs upon the petition for reconsideration.

The briefs called for were filed and have been considered. It is concluded that the petition for reconsideration should be denied for the reason that Section 113-503, O.C.L.A., does not give the Public Utilities Commissioner jurisdiction to consider the matters raised by the proposed amendment to paragraph VII of the original application.

O R D E R

IT IS ORDERED that the petition of the State of Oregon, by and through its State Highway Commission, for reconsideration of P.U.C. Oregon Order No. 29436 is denied.

Dated and effective this 19th day of June, 1952.

CHAS. H. HELTZEL

Public Utilities Commissioner

ATTEST:

MARJORIE K. SHAFFER

Secretary

(OFFICIAL SEAL)

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

F-2329

ORDER
DENYING PETITION
FOR RECONSIDERATION

RECEIVED
JUN 20 1952

The briefs called for were filed and have been considered. It is concluded that the petition for reconsideration should be denied for the reason that Section 113-503, O.C.L.A., does not give the Public Utilities Commissioner jurisdiction to consider the matters raised by the proposed amendment to paragraph VII of the original application.

IT IS ORDERED that the petition of the State of Oregon, by and through its State Highway Commission, for reconsideration of P.U.C. Oregon Order No. 29436 is denied.

CHAS. H. HELTZEL

ATTEST:

Secretary

(OFFICIAL SEAL)

RECEIVED
FURN. & INDEX, SEP 22-52

FOR FILING
COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND



OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 10, 1952

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. W. ENFIELD
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

NOTED
W. C. WILLIAMS

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Pux 50 - Heppner Jct. Overcrossing

Dear Mr. McAllister:

A copy of your communication addressed to Mr. G. S. Paxson, Bridge Engineer, with reference to proposed easement agreement on the Heppner Junction Overcrossing has been referred to this office for reply, with special mention of the question of the maintenance of the existing highway and its connections with the revised location.

\$100-139 O.C.L.A. with reference to the relocation or realignment of a State highway and the maintenance thereof, reads in part as follows:

"Whenever the highway commission relocates or realigns a state highway or a section or sections thereof, and by reason of such relocation or realignment there is eliminated from the original route of the highway a section thereof, such eliminated section or portion of the original route shall, if needed for the service of persons living thereon or for a community served thereby, be maintained by the commission at state expense, or shall be maintained by the county or by the state and the county on such terms and conditions as may be agreed upon."

Your communication suggests that the State Highway Commission should agree by contract to maintain the existing highway and connections "in a condition satisfactory to the railroad". The State Highway Commission is charged with the construction and maintenance of State highways and in carrying out such functions must exercise discretionary powers. That is, that the time, means, manner and standards of maintenance are vested in the discretion of the Highway Commission. It is our opinion that the State Highway Commission has no authority to abdicate its powers and surrender this discretion to the railroad company.

Mr. A. McAllister
April 10, 1952
Page 2

It would appear, however, that it would be proper to include a clause in the agreement that the existing highway and the connections to the new location shall be preserved and maintained as may be required by the terms of §100-139 O.C.L.A.

Very truly yours,

C. W. ENFIELD

By

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams ✓
Mr. C. W. Enfield
Mr. G. S. Paxson

FORM 1-30 3M 3-31 1977

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 31, 1952

SUBJECT: Heppner Junction Overcrossing

To: Mr. W. C. Williams
Asst. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith a copy of a letter from the Union Pacific Railroad, dated March 27, concerning the access to the railroad depot at the site of the Heppner Junction overcrossing.

In so far as the first paragraph is concerned, the division work between the State and the Railroad is fully covered by the P.U.C. order, and I do not understand why they are questioning it. The most important section of the letter is in the second paragraph, in which the Railroad proposes that we agree with them to maintain the existing highway as a connection to the railroad depot and specify in this agreement that the maintenance shall be satisfactory to the Railroad. I do not believe that we should include any such provision in an agreement with the Railroad.

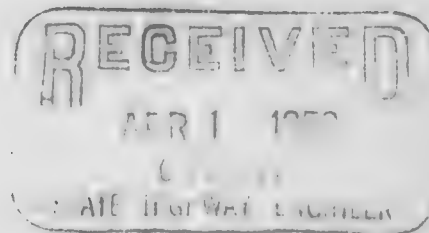
This matter came up at the hearing, and in Mr. DeSouza's memorandum concerning the same he objected to the inclusion of any such provision in the order and cited Section 100-139, under which the property owner now having access on an existing highway is taken care of. The Public Utilities Commissioner took note of this request of the Railroad, but did not make any mention of it in his order. I do not see where the Railroad is in any different circumstances than any other property owner, and we certainly should not by agreement give them the right to specify whether maintenance is satisfactory. I would recommend that their request be denied.

Very truly yours,

G. S. Paxson
G. S. Paxson
Bridge Engineer

GSP:gm
Attached

cc J. W. DeSouza



C O I Y

UNION PACIFIC RAILROAD COMPANY

Office of the Superintendent
2525 North Larrabee Avenue
Portland 12, Oregon

Mr. G. S. Faxson, Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: WELFNER JUNCTION OVERCROSSING

It seems the P.U.C. Order No. 22436 on this project left several items undetermined, even to the division of work, if one cares to read that in it. In preparing draft of construction and easement agreement, it is believed a provision covering the access to the Railroad Station should be presented to you for consideration.

The hearing before the Commissioner developed that the existing highway, in the vicinity of Willow Creek and the Railroad overcrossing, will be connected to the relocated highway by connecting roads, one east of Willow Creek and one west of the present overcrossing. This arrangement, with roads properly maintained, will give the Railroad access to the Station through the present approach road. It is contemplated the agreement will provide for the above roads and the maintenance of the loop thus formed at the expense of the State. Also that in lieu of the above loop, or in the event the loop is not maintained in a condition satisfactory to the Railroad, an approach to the relocated highway connecting with the existing access road to the Depot, and satisfactory to the Railroad, will be provided by and at the expense of the State.

FL and FD insurance in the amount of \$100,000/200,000 in each category will be provided for. The conditions of the insurance, I believe, are now being discussed by our respective Law Departments.

Things to be done by the State and the Railroad will, of course, be handled in the usual manner.

2.

Trusting that proposed provisions will, after consideration, be acceptable, and that early advice can be given, I am

Yours very truly,

A. McAllister, /s/

A. McAllister,
Superintendent

RECEIVED

FOR FILING

FORM E-80 25M 9-51 49719

Court
Wade Simpson
Jan

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 13, 1952

NOTED
W. C. WILLIAMS

SUBJECT: PUX 50 - PUC No. F-2329
Heppner Jct. Overcrossing

To: Mr. W. C. Williams ✓
Mr. E. A. Collier (2)
Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. E. F. Chidsey
Mr. H. B. Simpson
Mr. H. G. Smith (2)

Gentlemen:

Herewith I hand you copy of Order No. 29436, PUC File No. F-2329, issued by the Public Utilities Commissioner under date of March 10, 1952, relative to the application of the State of Oregon for authority to cross over the tracks and right of way of the Heppner Branch of the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) on the Columbia River Highway at Heppner Junction in Gilliam County, Oregon.

The order authorizes the construction of the project in accordance with the petition of the State Highway Commission, but denies a proposed amendment to the petition relative to the furnishing of insurance under Works Program General Memorandum No. 32 issued by the Bureau of Public Roads. The order does not so state, but personal conversation with the attorney for the Public Utilities Commissioner has developed the information that the motion was denied on the grounds of lack of jurisdiction.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

Page 50

P.U.C. OREGON ORDER NO. 29436

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the)
State of Oregon, by and through its State)
Highway Commission, for authority to cross)
over the tracks and right of way of the)
Heppner Branch of the Oregon-Washington)
Railroad & Navigation Company (Union Pacific) F-2329
Railroad Company, Lessee) on the Columbia)
River Highway at Heppner Junction, in)
Government Lot One (1) of Section 26,)
Township 4 North, Range 22 East, W.M., in)
Gilliam County, Oregon.)

RECEIVED
MAR 11 1952

Pursuant to notice, the above entitled matter came on for hearing on Tuesday, February 5, 1952, at 3:00 P.M., in the Gilliam County Court House, Condon, Oregon, before C. E. Jaqua, Utility Engineer, sitting as Examiner for the Public Utilities Commissioner.

The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission

F. J. Betz, Attorney, Portland, Oregon
In behalf of Oregon-Washington Railroad & Navigation
Company and Union Pacific Railroad Company

Whereupon evidence was introduced, the hearing concluded, and the matter submitted for determination. Based on the record, evidence, and law in the matter, and field investigations by his Engineering Department, the Commissioner makes and enters the following findings, conclusions, and order, to-wit:

F I N D I N G S

That the Commissioner received in his office on November 19, 1951, the application of Oregon State Highway Commission, hereinafter referred to as "State", for authority to cross over the tracks and right of way of the Heppner Branch of the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee), hereinafter referred to as "Railroad", as part of the newly-aligned Columbia River Highway near Heppner Junction, in Gilliam County, Oregon.

That the proposed structure will be located approximately 450 feet distant along the centerline of the railroad track from the existing overcrossing structure, and that the existing overcrossing structure and the present roadway adjacent thereto will, upon completion of the new highway, be part of an access road connecting thereto east and west of the proposed structure.

That because of the contour of the ground and the difference in elevation of the railroad track and the grade level of the proposed highway and because of

the heavy volume of vehicular traffic which will be carried upon completion of the new highway, a separation of grades of railroad and highway is a necessity at this location.

That the grade approaching the proposed structure from the west is 1.10% descending, and that the grade approaching from the east is 1.10% ascending, and that the angle of crossing is approximately 26 degrees.

That the annual average daily traffic over the completed structure will be 1,200 vehicles per day based upon 1950 estimates with anticipated annual increases, and that the daily volume of train movements at the point of crossing will be two trains per day.

That the applicant proposes a division of costs and labor as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for construction of the said project and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal Highway funds, including reimbursement to Railroad Companies for the necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said structure with its approaches and appurtenances after the completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Grant to State an easement one hundred (100) feet in width, being fifty (50) feet on each side of the highway center line across the right of way of Railroad Companies.

(b) Make such revisions in existing telegraph and telephone lines and signal lines and systems as may be required to safeguard them during the construction of the project and reinstall the same in permanent locations after completion of the project.

(c) Furnish and install guard rails on and along the existing railroad main line track for a distance of one hundred (100) feet on each side of the point of intersection of the highway and railroad center lines at the said proposed overcrossing.

- (d) Remove and replace railroad right of way fencing.
- (e) Furnish such watchmen and flagmen services as may be necessary and required to safeguard railroad operations during the construction of the project.
- (f) Maintain the railroad tracks and their appurtenances and facilities after completion of the project.

That, on January 22, 1952, the Commissioner received in his office from the State of Oregon, by and through its State Highway Commission, applicant herein, a Motion to Amend certain parts of the original application as follows:

"In the title of the petition strike the words and figures 'Southeast quarter of the Southeast quarter (SE $\frac{1}{4}$ SE $\frac{1}{4}$)' and insert in lieu thereof the following: 'Government Lot One (1)'.

"In Paragraph IX strike the words and figures 'Southeast quarter of the Southeast quarter (SE $\frac{1}{4}$ SE $\frac{1}{4}$)' and insert in lieu thereof the following: 'Government Lot One (1)'".

That the Motion to Amend also provided in Paragraph III thereof for the addition of a sub-paragraph marked (d) as part of Paragraph VII in the original petition, the added Paragraph (d) to read as follows:

"Require petitioner's Contractor or Subcontractors to secure or require insurance for himself and for his subcontractors, and to furnish insurance to Railroads and Western Union Telegraph Company, as their interests may appear, in accordance with the requirements of Works Program Memorandum No. 32, issued by the Bureau of Public Roads under date of January 27, 1937, a copy of which is attached hereto and by this reference made a part hereof. The said policies shall provide for limits of \$200,000/400,000 Public Liability and \$50,000/100,000 Property Damage."

That, on November 30, 1951, the Answer of Railroad to the application was received in the Commissioner's office, which Answer in effect voices no objection to the construction of the proposed structure nor to the applicant's proposal for the allocation of costs necessary and incidental to the construction thereof. A condition of the Answer is contained in the last paragraph which, at the hearing, was amended to read as follows:

"These respondents maintain a public railroad station at Heppner Junction, Oregon, in substantially the location shown on the map attached to the petition in this matter, which station is accessible from the present Columbia River Highway. Ingress and egress from said station is necessary and petitioner should be required at its own expense to provide access thereto from the relocated Columbia River Highway in a manner no less suitable, direct and convenient than the access now existing."

That notices from James Ogilvy, Clerk of Gilliam County, received on December 10, 1951, and on January 30, 1952, stated in effect that Gilliam County has no objections to the construction of the crossing or to the Motion to Amend the original petition submitted by State dated January 2, 1952.

That, on January 25, 1952, the Commissioner received in his office notice of receipt of State's Motion to Amend by Railroad in which objection was raised to Paragraph III of the Motion on the grounds that it is "* * * an innovation and which introduces matter irrelevant and immaterial to this inquiry." That, at the hearing on the matter herein, held at Gilliam County Court House on Tuesday, February 5, 1952, it was agreed by Counsel for State and Railroad that a ruling on the admission of State's Motion to Amend its application could be made at a subsequent date and that all other matters pertaining thereto should at that time be submitted for determination.

It also developed at the hearing that access to the railroad station at Heppner Junction will, upon completion of the new highway, be adequately provided as requested by Railroad.

C O N C L U S I O N S

1. That the construction of an overpass at this location is in the public interest, and is necessary and proper for the service, convenience and safety of the traveling public, and that the application should, therefore, be granted.

2. That the costs in connection with the building of the project and the costs in connection with the maintenance of the completed structure should be in accordance with the plan outlined in above findings and in accordance with the agreement between the parties in interest.

3. That the Motion to Amend the title of the original petition of Oregon State Highway Commission by striking the words and figures "Southeast quarter of the Southeast quarter (SE $\frac{1}{4}$ SE $\frac{1}{4}$)" and inserting in lieu thereof the following: "Government Lot One (1)" should be granted.

4. That the Motion to Amend Paragraph IX of the original petition of Oregon State Highway Commission by striking the words and figures "Southeast quarter of the Southeast quarter (SE $\frac{1}{4}$ SE $\frac{1}{4}$)" and inserting in lieu thereof the following: "Government Lot One (1)" should be granted.

5. That the Motion to Amend Paragraph VII of the original petition of Oregon State Highway Commission by adding a new sub-paragraph (d) as follows:

"Require petitioner's Contractor or Subcontractors to secure or require insurance for himself and for his subcontractors, and to furnish insurance to Railroads and Western Union Telegraph Company, as their interests may appear, in accordance with the requirements of Works Program Memorandum No. 32, issued by the Bureau of Public Roads under date of January 27, 1937, a copy of

which is attached hereto and by this reference made a part hereof.
The said policies shall provide for limits of \$200,000/400,000
Public Liability and \$50,000/100,000 Property Damage."

should be denied.

Based on the foregoing findings of fact and conclusions, the Commissioner makes and enters the following

O R D E R

IT IS ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of the Heppner Branch of the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) on the Columbia River Highway at Heppner Junction in Government Lot One (1) of Section 26, Township 4 North, Range 22 East, Willamette Meridian, in Gilliam County, Oregon, be and the same is hereby granted.

IT IS FURTHER ORDERED that the construction shall be in substantial conformity as to location and design as set out in the plans attached to the petition and by this reference made a part hereof.

IT IS FURTHER ORDERED that the construction and maintenance of the proposed overcrossing shall be handled and the costs thereof borne as set out under "THINGS TO BE DONE BY STATE" and "THINGS TO BE DONE BY RAILROAD COMPANY" as contained in above findings, or as may be further agreed to by parties mutually concerned.

IT IS FURTHER ORDERED that Motion to Amend title and Paragraph IX of the original application of Oregon State Highway Commission, and as set out in conclusions herein, be and the same is hereby granted.

IT IS FURTHER ORDERED that Motion to Amend Paragraph VII of the original application of Oregon State Highway Commission by adding a new sub-paragraph (d), and as set out in the conclusions herein, be and the same is hereby denied.

IT IS FURTHER ORDERED that, upon completion of the overcrossing structure, the designation 2F-0.3-A shall be placed thereon and thereafter maintained by Union Pacific Railroad Company as a means of identification in the Commissioner's Catalog of the Crossings of the State of Oregon.

Dated at Salem, Oregon, this 10th day of March, 1952.

ATTEST:

CHAS. H. HELTZEL

MARJORIE K. SHAFFER

Public Utilities Commissioner

Secretary

(OFFICIAL SEAL)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT:

To: MEMORANDUM TO FILE PUX 50:

Hearing on this matter was held in the Gilliam County Court House at Condon, Oregon, between the hours of 3:00 o'clock P.M. and 5:00 o'clock P.M. on Tuesday, February 5, 1952, before Mr. C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner.

The Highway Commission was represented by the writer, and the Railroad Companies were represented by Mr. F. J. Bets:

Prior to the hearing, a Motion to Amend the original petition was filed, the first two amendments being related to a correction of the Government legal subdivisions. No objection was made to this amendment and it was allowed.

The third and most important amendment related to the insurance to be furnished to the Railroad Companies and the intent of the amendment was to bring the insurance requirements within the provisions of Works Program Memorandum No. 32 issued by the Bureau of Public Roads under date of January 27, 1937. At the beginning of the proceedings the Railroad Companies filed objections to this amendment and a considerable portion of the proceedings was taken up with statements and arguments as to the allowance of the motion and the admissability of the Memorandum. Mr. Bets read a long statement in support of the objection, copy of which was delivered to me and is in the file.

Upon agreement by counsel for the Commission and for the Railroad Companies, the Examiner reserved ruling on the motion for the ultimate attention of the Public Utilities Commissioner, and the matter of the issuance of an order then was heard upon the merits.

On behalf of the Highway Commission Mr. Chidsey was called to the stand to testify regarding the general nature of the project and Mr. Ivan Merchant was then called to the stand to testify regarding the type and design of the structure. While on the stand, Mr. Merchant corrected Bridge Drawing No. 10121 with respect to the clearance diagram. This was not a material revision and only served to show additional horizontal clearances.

During Mr. Chidsey's testimony an attempt was made to get him to commit the State Highway Commission to permanent maintenance of the old highway. The writer objected to this and took the position that the highway would have to be maintained under Section 100-139 and that it was immaterial to this proceeding whether the obligation to maintain remained in the State or whether the maintenance might be taken over by the county, as may be mutually agreed upon by the Highway Commission and the county.

MEMORANDUM TO FILE PUX 50

February 6, 1952

Page 2

Mr. Betz called Mr. Jerry George Kimmel, Assistant Superintendent, Mr. Ralph C. Baesinger, Assistant Engineer, and Mr. Earl F. Kidder, Division Engineer, all of Portland, to the stand. The main tenor of these witnesses was as to the necessity for continued access to the Heppner Junction station grounds, the necessity for the continuance of a private road within the railroad right of way passing under the new structure and the hazard which existed with reference to the construction of a project of the nature in question.

On cross examination Mr. Kimmel conceded that there was no unusual or particular hazard in connection with the construction of the proposed structure, and it was also stated that the preliminary sketches which have been furnished to the railroad companies were in general satisfactory. It was understood however that detailed plans, which have just been completed, will be submitted to the railroad companies in due course, and that a set of the final approved plans will be filed with the Public Utilities Commissioner.

Gilliam County did not file an appearance nor did the county participate in the proceedings.

Throughout the proceedings Mr. Betz took occasion to insist that before the Commissioner allows the Motion to Amend, if such is his intention, he should call in all of the railroad companies in the state and give them a chance to be heard each time. The writer took the position that only Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company were parties to this proceeding and that the other railroads were neither necessary nor proper parties, as the questions involved with respect to the applicability of Memorandum No. 32 should not be decided by sheer weight of numbers. It was suggested that if the Commissioner decides to hear the other railroads it would be just as applicable to call in all of the other states.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams
Mr. E. A. Collier
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. E. F. Gidsen

RECEIVED
JAN 25 1952
FOR FILING

FORM E-30 25M 9-51 52315

Const
Grade Change
Gen

Heppner Jct.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 24, 1952

SUBJECT: Pux 50
Heppner Jct. Overcrossing

To: Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

W. C. WILLIAMS

Dear Mr. Williams:

This is to advise you that hearing on the application of the Highway Commission for Overcrossing of the Heppner Branch of Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) at Heppner Junction has been set for Tuesday, February 5, 1952 at 3:00 o'clock P. M. in the Gilliam County Court House in Condon.

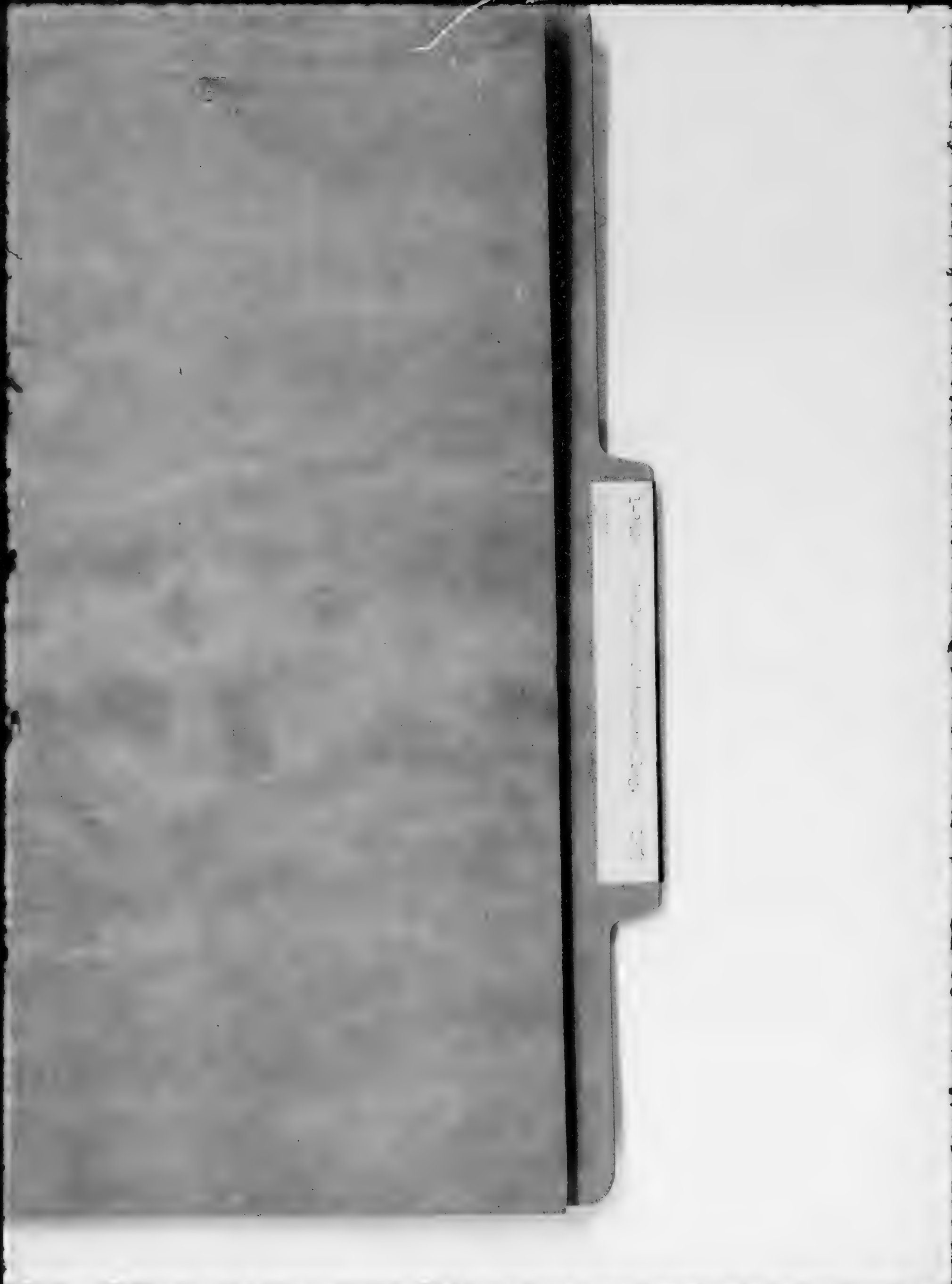
It will be appreciated if Mr. Smith, or someone from his office, can be present to testify regarding the general nature of the project, and, particularly, with respect to the connections to be made to the existing location of the Columbia River Highway so as to afford access to and from the depot grounds; Mr. Paxson, or someone from his office, to testify regarding design of the structure; and Mr. Crandall, or someone from his office, to testify regarding traffic.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. H. G. Smith
Mr. G. S. Paxson
Mr. F. B. Crandall



RECEIVED
FOR FILING



STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM
August 16, 1954

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

Collections Division

ATTENTION:

*Mr. Lewis
please note on card*

NOTED
FLOYD QUERY

Oregon State Highway Department
Salem, Oregon

Attn: . Floyd Query, Assistant Secretary

Re: Firm No. 92791 - Loree Building Service

Gentlemen:

This is pursuant to your letter of August 12, 1954, to the
Massachusetts Bonding and Insurance Company concerning State
Highway Contract No. 3886 with Loree Building Service.

On August 2, 1954, we received payment from the Massachusetts
Bonding and Insurance Company in the amount of \$69.32 to cover payment
on the Sheep Creek and Richland Maintenance Building jobs that were
bonded by them.

Very truly yours,

COLLECTIONS DIVISION

H. E. Osborn
H. E. Osborn
Assistant Commissioner

HEH:mr

RECEIVED
AUG 17 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

3886

RECEIVED
AUG 18 1954
FOR FILING

1-3451

August 12, 1954

Massachusetts Bonding and Insurance Company
Lumbermen's Building
Portland 4, Oregon

Attention: C. M. Pratt, Manager

Gentlemen:

Thank you for your letter of August 9 in which you state that your Bonding Company draft had been sent to the State Industrial Accident Commission in payment of their claim against Loree Building Service on State Highway Contract No. 3886.

We have not yet heard from the Accident Commission, but will inquire of them concerning this payment.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:mmm

cc: State Industrial Accident Commission

Attention: H. E. Osborne

Gentlemen:

So that we may complete our records in this matter, will you please advise if payment has been made for your claim against Loree Building Service.

Lewis

BONDING
1954

FOR FILING

1-3497
3886

August 12, 1954

Massachusetts Bonding and Insurance Company
Lumbermen's Building
Portland 4, Oregon

Attention: C. M. Pratt, Manager

Gentlemen:

Thank you for your letter of August 9 in which you state that your Bonding Company draft had been sent to the State Industrial Accident Commission in payment of their claim against Loree Building Service on State Highway Contract No. 3886.

We have not yet heard from the Accident Commission, but will inquire of them concerning this payment.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:mm

cc: State Industrial Accident Commission

Attention: H. E. Osborne

Gentlemen:

So that we may complete our records in this matter, will you please advise if payment has been made for your claim against Loree Building Service.



MASSACHUSETTS BONDING AND INSURANCE COMPANY

HOME OFFICE, BOSTON 9, MASSACHUSETTS

BRANCH OFFICE
CLARENCE M. PRATT, MANAGER
LUMBERMEN'S BUILDING
TELEPHONE: BROADWAY 2526

PORTLAND 4, OREGON

August 9, 1954

Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. H. B. Glaisyer, Secretary

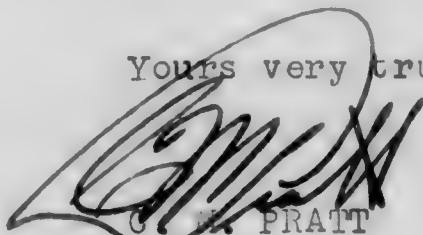
Re: Loree Building Service
State Highway Contract
#3886

Dear Mr. Glaisyer:

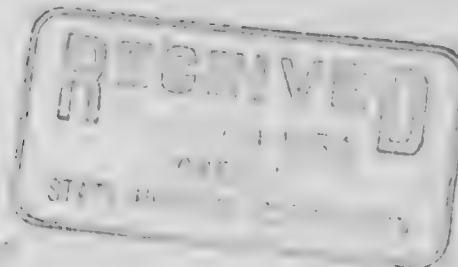
We have for acknowledgment your letter of August 4, to the effect that the above captioned Loree Building Service, was indebted to State Industrial Accident Commission, in connection with work performed under the above captioned contract.

Wish to advise that on the date of August 2, 1954 this office issued and sent Mr. H. E. Osborne, State Industrial Accident Commission, our draft in payment of the amount due and our file is presently closed.

Yours very truly,


CLARENCE M. PRATT
Manager

CMP:lm



8-9-54

RECEIVED
AUG 18 1954
FOR FILING

Levors

1-2417

August 4, 1954

Mr. C. M. Pratt, Manager
Portland Branch Office
Massachusetts Bonding & Insurance Co.
Lumbermens Building
Portland 4, Oregon

Dear Sir:

A letter has been received from the State Industrial Accident Commission stating that they have a claim against Lorce Building Service for unpaid contributions in connection with State Highway Contract No. 3886 for construction of a maintenance building in Richland. The amount of the claim is not given.

This information is furnished as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

cc - Lorce Building Service
Box 310
La Grande, Oregon

NOTED ON CARD

2-11-54

Lewis

July 29, 1954

State Industrial Accident Commission
Public Service Building

Attention: H. E. Osborn, Assistant Commissioner

Gentlemen:

We have your letter of July 27 in which it is stated that the Industrial Accident Commission has the following claims against Loree Building Service:

Noon Creek & John Day River, #3983,	\$1,474.75
Richland Maintenance Building, #3886,	?
Athena Maintenance Building, #4042,	\$ 49.57

Although it is not an important matter, it will aid us in filing in our contract records, if a separate letter could be written for each claim.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

RECEIVED ON 7-30-54

7-30-54

STATE OF OREGON
State Industrial Accident Commission
Salem
July 27, 1954

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of \$49.57 against the bond taken from U. S. Fidelity and Guaranty Company on State Highway Contract #4042 known as the Athena Maintenance Building, Umatilla County; a claim for \$1,474.75 against the bond taken from U. S. Fidelity and Guaranty Company on State Highway Contract #3983 known as the Moon Creek and John Day River Bridges, Grant County; and a claim against the bond taken from Massachusetts Bonding Company on State Highway Contract #3886 known as the Richland Maintenance Building, Baker County, because of the failure of Mr. Melvin C. Loree, dba Loree Building Service to pay the contributions due.

We understand that these contracts have now been completed.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

/s/ H. E. Osborn
H. E. Osborn
Assistant Commissioner

HEH:hg
REGISTERED
cc-U. S. Fidelity & Guaranty Company
201 Pacific Trust Building
Portland, Oregon

-Massachusetts Bonding Company
Lumbermens Building
Portland, Oregon

RECEIVED
MAR 5 1954
FOR FILING

1-3409
2811

March 4, 1954

Mr. C. M. Pratt, Manager
Portland Branch Massachusetts Bonding
and Insurance Company
Lumbermen's Building
Portland 4, Oregon

Dear Mr. Pratt:

The warrant covering final payment to Loree Building Service in connection with State Highway Contract No. 3886 for construction of a maintenance building at Richland, Oregon will be forwarded to you shortly. Our records show that all of the claims that have been filed with the state highway department against this project are satisfied. This note is in response of your letter of March 3 and in conformity with our telephone conversation this morning.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm



MASSACHUSETTS BONDING AND INSURANCE COMPANY

HOME OFFICE, BOSTON 9, MASSACHUSETTS

BRANCH OFFICE
CLARENCE M. PRATT, MANAGER
LUMBERMEN'S BUILDING
TELEPHONE: BROADWAY 2526

PORTLAND 4, OREGON

March 3, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

RE: Loree Building Service
LaGrande, Oregon

Dear Mr. Glaisyer:

Will you kindly refer to our previous correspondence in connection with financial difficulties incurred by the above captioned contractor, particularly, as pertains to Oregon Highway Commission Contract #3886 for construction of maintenance building, Richland, Oregon.

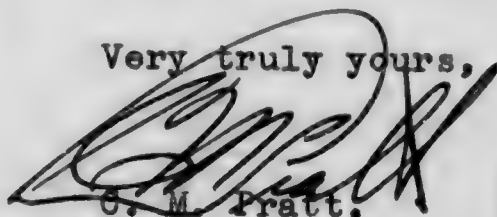
This company has issued a draft in favor of each of the following: Cass Moller, Baker, Oregon, Van Petten Lumber Co., LaGrande, Oregon, which payments release their claims as filed with your department.

To the best of our knowledge, and from advices of Loree Building Service, there are no further items unpaid on this particular job.

Under the circumstances, therefore, we would very much appreciate your advising as to when we may expect receipt of the retainage presently being held by your department.

For your convenience in replying, enclosed find self-addressed, stamped envelope. Thank you in advance for your cooperation.

Very truly yours,


C. M. Pratt,
Manager

ANSWERED
H. B. GLAISYER

CMP/vd
Encl.





MASSACHUSETTS BONDING AND INSURANCE COMPANY

HOME OFFICE, BOSTON 9, MASSACHUSETTS

BRANCH OFFICE
CLARENCE M. PRATT, MANAGER
LUMBERMEN'S BUILDING
TELEPHONE: BROADWAY 2526

PORTLAND 4, OREGON

March 3, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

RE: Loree Building Service
LaGrande, Oregon

Dear Mr. Glaisyer:

Will you kindly refer to our previous correspondence in connection with financial difficulties incurred by the above captioned contractor, particularly, as pertains to Oregon Highway Commission Contract #3886 for construction of maintenance building, Richland, Oregon.

This company has issued a draft in favor of each of the following: Cass Moller, Baker, Oregon, Van Petten Lumber Co., LaGrande, Oregon, which payments release their claims as filed with your department.

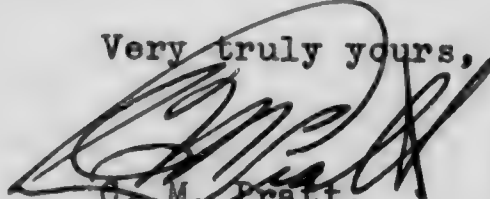
To the best of our knowledge, and from advices of Loree Building Service, there are no further items unpaid on this particular job.

Under the circumstances, therefore, we would very much appreciate your advising as to when we may expect receipt of the retainage presently being held by your department.

For your convenience in replying, enclosed find self-addressed, stamped envelope. Thank you in advance for your cooperation.

Very truly yours,

ANSWERED
H. B. GLAISYER


C. M. Pratt,
Manager

CMP/vd
Encl.



RECEIVED
FOR FILING

Lives

1-3409
3886

March 2, 1954

Van Petten Lumber Company
La Grande, Oregon

Attention: Mr. J. G. Whittemore

Gentlemen:

Thank you for your letter of February 27th stating that payment in full has been received for materials furnished to Loree Building Service on State Highway Contract No. 3886.

We will notify the surety and the contractor that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 3/1

NOTED ON CARD

3-2-54

PLYWOOD
LUMBER
MILLWORK
BUILDERS HARDWARE

CASTLE GATE COAL
DUTCH BOY PAINT
JOHNS-MANVILLE ROOFING
SHEETROCK AND WALLBOARD

VAN PETTEN LUMBER COMPANY

Everything To Build Anything

La Grande, Oregon

February 27, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have this day received payment in full for materials furnished to
Iorree Building Service LaGrande, Oregon on State of Oregon Highway
Commission contract #3886 for construction of maintenance building
Richland, Oregon.

Yours truly,

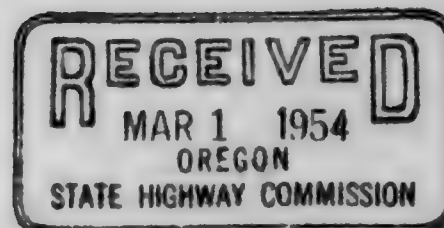
Van Petten Lumber Co.



J. G. Whittmore

JGW:fk

Copy to Massachusetts Bonding and Insurance Co.



REFERRED TO
BY SECRETARY

usual letter

NOTED ON CARD

2-27-54, gl

RECEIVED
FOR FILING

Lewis

1-3409
2946

March 2, 1954

Massachusetts Bonding & Insurance Company
Northwest Branch Office
847 Dexter Horton Building
Seattle 4, Washington

Gentlemen:

We have received a letter from Van Patten Lumber Company in which they write as follows:

"We have this day received payment in full for materials furnished to Lorge Building Service LaGrande, Oregon on State of Oregon Highway Commission contract #3886 for construction of maintenance building Richland, Oregon."

This claim was received in our office on February 10th in the amount of \$164.14.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PA:md 3/1

cc - Mr. G. W. Pratt
Lumbermens Building
Portland 4, Oregon

Lorge Building Service
Box 310
La Grande, Oregon

RECEIVED ON CARD

2-2-54, gk

RECEIVED
FOR FILING

June

1-3409

February 23, 1954

Dixon, Burleigh & Swindley
Attorneys at Law
West-Jacobson Building
La Grande, Oregon

Gentlemen:

This is to acknowledge a "Notice of Claim by Materialman" by Van Petten Lumber Co. against Loree Building Service in the sum of \$164.14. This claim is for materials furnished on State Highway Contract No. 3886 for construction of the maintenance building at Richland in Baker County. Apparently this is the same claim as the one received in this office on February 10.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

2-23-54 *sl*

RECEIVED
FOR FILING

June

13409

February 23, 1954

Dixon, Burleigh & Swindley
Attorneys at Law
West-Jacobson Building
La Grande, Oregon

Gentlemen:

This is to acknowledge a "Notice of Claim by Materialman" by Van Petten Lumber Co. against Lores Building Service in the sum of \$164.14. This claim is for materials furnished on State Highway Contract No. 3886 for construction of the maintenance building at Richland in Baker County. Apparently this is the same claim as the one received in this office on February 10.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

2-23-54 *js*

NOTICE OF CLAIM BY MATERIALMAN

TO: The Oregon State Highway Commission
Salem, Oregon

AND TO: The Massachusetts Bonding and Insurance Company
Lumbermens Building
Portland 4, Oregon

NOTICE IS HEREBY GIVEN TO you and each of you, that the undersigned Van Petten Lumber Company of La Grande, Oregon, has a claim for materials furnished in the sum of One Hundred Sixty Four & 14/100ths --(\$164.14) -- DOLLARS against the bond taken from Melvin Loree doing business as Loree Building Service of La Grande, Oregon, as principal, and the Massachusetts Bonding and Insurance Company, as surety, to secure the performance of that certain State Highway contract No. 3886 awarded the 8th day of April, 1953, by the said Highway Commission to the said Loree Building Service for the construction of a maintenance building at Richland, Oregon.

DATED the 19th day of February, 1954.

*Van Petten Lumber Co.,
by its attorneys and agents
Dixon, Burleigh & Swindley*

VAN PETTEN LUMBER CO.
by its attorneys and authorized agents
DIXON, BURLEIGH & SWINDLEY
La Grande, Oregon

*RECEIVED
FEB 23 1954
[Signature]*

2-23-54

RECEIVED
FEB 25 1954
FOR FILING

See 10

1 - 3409

2886

February 18, 1954

Massachusetts Bonding & Insurance Co.
Northwest Branch Office
147 Dexter Horton Building
Seattle 4, Washington

Gentlemen:

We have received a letter from Case Moeller of
Baker, Oregon in which he writes as follows:

"This is to advise you that we have rec'd check
from Mass. Bonding & Ins Co. Portland Oreg. for \$617.15
payment in full for Loree Bldg. Service to date."

Mr. Moeller's claim was filed in this office on
December 14, 1953 on State Highway Contract No. 3286, awarded
to Loree Building Service for construction of a maintenance
building at Richland in Baker County.

We provide this information as your company appears
as surety on the performance bond furnished with the contract
mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAID

cc - Mr. C. M. Pratt
Lushermans Building
Portland 4, Oregon

Loree Building Service
Box 310
La Grande, Oregon

FILED ON CARD

2-18-54

RECEIVED
FEB 25 1954
FOR FILING

6

Lewis

1-2409
3886

February 18, 1954

Mr. Cass Moeller
709 Valley Avenue
Baker, Oregon

Dear Mr. Moeller:

Thank you for your letter of February 13 in which you state that you have received a check from the Massachusetts Bonding and Insurance Company in the sum of \$617.50 as payment in full for your claim against Loree Building Service on State Highway Contract No. 3886.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

2-18-54

Letter

186

Baker Oreg
709 Valley Ave
Feb 13 - 1954

Mr. H. B. Glaser:

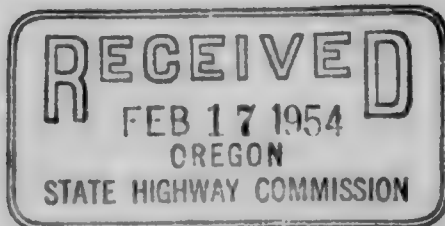
Secs Ave - State Highway Dept
Salem, Oreg.

Dear Sir: This ^{is} to advise
you that we have rec'd
check from Mass. Bonding
& Ins Co. - Portland, Oreg
for \$617.15 payment in
full for force Bldg Service
to date -

Yours very truly
Cass Mueller

2-13-54

RECEIVED TO
BY SECRETARY



ON CARD

2-16-54

RECEIVED
FEB 17 1954
FOR FILING

Swindley

1-3409
3586

February 16, 1954

Dixon, Burleigh & Swindley
Attorneys at Law
West-Jacobson Building
La Grande, Oregon

Gentlemen:

We have your letter of February 10 concerning the claim of your client, Van Petten Lumber Company against Loree Building Service for materials furnished in construction of the maintenance building at Richland, State Highway Contract No. 3386.

The Massachusetts Bonding and Insurance Company, Lumbermens Building, Portland 4, furnished the performance bond for this contract, which was awarded to Loree Building Service on April 8, 1953, completed November 29, 1953, and accepted by the Highway Commission January 21, 1954. The final contract amount is \$12,686.88.

Although you are undoubtedly familiar with the law, it might be well to file your client's claim with the Secretary of State. For your handy reference we have attached an excerpt from the Oregon Laws outlining the necessary procedure.

We will accept your letter as a notice of claim to this office and we will advise the surety that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

2-16-54

H. E. DIXON
S. H. BURLEIGH
R. D. H. SWINDLEY

DIXON, BURLEIGH & SWINDLEY
ATTORNEYS AT LAW
WEST-JACOBSON BUILDING
LA GRANDE, OREGON

PHONE 951
P. O. BOX 694
ROOMS 7-8-9-10

#1611

February 10, 1954

Secretary of State's Office
Salem, Oregon

Dear Sir:

The Van Petten Lumber Company of La Grande, Oregon, for whom we act have an unpaid claim for \$164.14 owing to them by the Loree Building Service of La Grande, Oregon, for material furnished for the construction of a building at Richland, Oregon, for the Oregon State Highway Commission.

We understand that the contractor's bond was put up by the Massachusettes Bond & Insurance Company. We would be glad if you would kindly inform us the date of the original contract between the State Highway Commission and the Loree Building Service, the date and amount of the Bond, to enable us to prepare a proper notice of claim by the Van Petten Lumber Company under the Bond.

Will you please confirm to whom the notice of claim should be directed. Your urgent attention to this matter will be appreciated.

Thanking you, we remain,

Very truly yours,

DIXON, BURLEIGH & SWINDLEY.

BY:

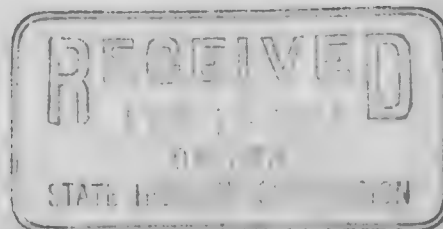
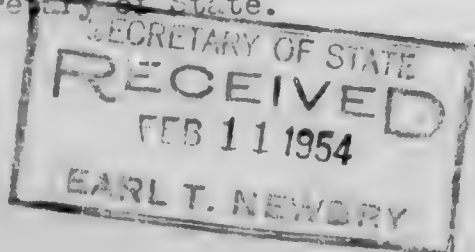
R.D.H. Swindley

R.D.H. Swindley.

Referred to Highway Dept.

From Secretary of State.

RDHS/dh



RECEIVED
FEB 17 1954
FOR FILING

Lewis

1-3409

February 16, 1954

Massachusetts Bonding & Insurance Co.
Northwest Branch Office
27 Dexter Horton Building
Seattle 4, Washington

Gentlemen:

We have received a letter from Nixon, Burleigh and Sullivan, attorneys in La Grande with a post office address of P. O. 161, La Grande, in behalf of the Van Patten Lumber Company, La Grande, who have a claim against Lorse Building Service in the sum of \$161.14. This claim, they state, is for material furnished to the contractor in construction of the maintenance building at Richland, State Highway Contract No. 1100.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

Secretary

PA:ad

cc - Mr. C. M. Pratt
Lushbarns Building
Portland 4, Oregon

Lorse Building Service
Box 310
La Grande, Oregon

NOTED ON FILE

2-16-54

OREGON STATE HIGHWAY DEPARTMENT

(date)

Feb. 3, 1954

(CONTRACT NO.)

3886

(EST. NO.)

(CONTRACTOR)

3886

5-final

LOREE BUILDING SERVICE

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

1574

R-86210

\$ 1,465.00

2/2/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: to Nov. 30, 1953 without penalty

Completion Date: Nov. 29, 1953

Date Accepted: Jan. 21, 1954

Penalties: None ~~existing~~ of record

Claims: None of record outstanding

Remarks:

This warrant was today forwarded to Sec. of State for the assignment to Mass. Building & Ins Co to be added to the frame. This firm was mailed to their manager e/o Mr. Batt, their manager.

Date: 3-4-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

MAR 4 1954

NOTED ON CARD

3-4-54

RECEIVED
FEB 3 - 1954
FOR FILING

1-2409
3226

February 3, 1954

Mr. C. M. Pratt, Manager
Massachusetts Bonding & Insurance Co.
Lumbermen's Building
Portland 4, Oregon

Dear Mr. Pratt:

This will acknowledge receipt of your letter of February 2, 1954 with enclosures, being original and one copy, both executed, of an assignment given the Massachusetts Bonding and Insurance Company by Loree Building Service of all monies now due or which may hereafter become due them in connection with State Highway Contract No. 3886 for construction of a maintenance building at Richland, Oregon.

The assignment appears to be in order and we will honor it. Warrants covering future payments in connection with this job will be prepared, payable to the order of the Loree Building Service, assigned to the Massachusetts Bonding and Insurance Company, and will be mailed to you as Manager of that company when evidence has been received in this office that outstanding claims have been satisfied. For your information the only claim on record in the office of the Highway Commission against this job is that of Cass Moller in the amount of \$623.65 mentioned in your letter.

For your further information I might state that this job was completed by Loree Building Service on November 29, 1953, and was formally accepted by the State Highway Commission at its meeting on January 21, 1954.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:jmc
cc: C. H. Maison (2)
F. Query

Messrs. Maison and Query:

The duplicate assignment mentioned in the above letter is being handed today for transmittal to the Secretary of State. The original is being handed to Mr. Query to file in the contract. Mr. Maison will be informed as soon as the claims against this job have all been satisfied, and will then be at liberty to release final payment in connection with this job, which, I understand, is the only payment (over)



MASSACHUSETTS BONDING AND INSURANCE COMPANY

HOME OFFICE, BOSTON 9, MASSACHUSETTS

BRANCH OFFICE
CLARENCE M. PRATT, MANAGER
LUMBERMEN'S BUILDING
TELEPHONE: BROADWAY 2526

PORTLAND 4, OREGON

February 2nd, 1954

Oregon State Highway Department
Salem, Oregon

Att'n: Mr. H.B. Glaisyer-Secretary

Re: Loree Building Service
La Grande, Oregon
Our Bond # C-749129

Gentlemen:

In further reference to our previous correspondence and in particular your letter of January 15th, 1954, we are attaching hereto original and one copy of assignment of claim.

We have requested our claim department to issue draft in favor of Cass Moller in the amount of \$623.65. Upon delivery of draft to Mr. Moller we will request that he notify your department which will enable you to issue your check for final payment.

This matter pertains to the job of Loree Building Service for the construction of maintenance building Richland, Oregon State Highway Contract #3886.

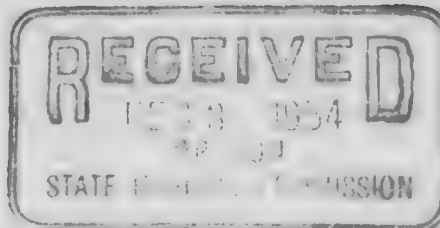
Yours very truly,

C.M. Pratt
C.M. Pratt
Manager

CMP:al
Encl.

*Completed Nov 29, 54
accepted Jan 21, 54*

ACKNOWLEDGED
H. B. GLAISYER



RECEIVED
- 154
FOR FILING

1-2461
32.6

February 1, 1934

Public Building Service

City of St. Louis

St. Louis, Mo.

Sir:

The State Highway Commission, at its meeting held on January 21, 1934, has under discussion your request for an extension of time from October 30 to and including November 30, 1933 within which to complete your contract No. 3-36, for construction of Richmond Maintenance Building in Baker County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

CHAS. W. BROWN, JR., Secretary

Secretary

cc:

L. F. Parson,
Division Engineer

Lyle A. Peterson
Resident Engineer

G. E. Paxson,
Assistant State Highway Engineer

RECEIVED
JAN 18 1954
FOR FILING

1-3409
3716

January 15, 1954

Mr. C. M. Pratt, Manager
Massachusetts Bonding and Insurance Company
Lumbermen's Building
Portland 4, Oregon

Dear Mr. Pratt:

Reply is made to your letter of January 14 just received in which you inquire as to the exact amount remaining to be paid Loree Building Service in connection with their contract with the State Highway Commission for construction of a maintenance building at Richland, Oregon; and you also request that the remaining monies due Loree Building Service be assigned to the Massachusetts Bonding and Insurance Company.

By separate letter today, a copy of which is enclosed, you will note that the amount remaining to be paid to Loree Building Service in connection with this job is \$1,465.00 and that it will be released after the Highway Commission has accepted the contract and outstanding claims of record with the Highway Commission have been satisfied. The only claim of which we have any record is that of Cass Moeller in the amount of \$623.65 for materials furnished to the job.

I enclose five copies of the form of assignment as you have requested, and it should be signed by Loree Building Service before a witness. The original and one copy, both bearing original signatures, should be returned to this office for further handling. You may dispose of the remaining copies as you desire. When the warrant is released covering the final payment in connection with this job, it will be made payable to the order of the Loree Building Service, assigned to the Massachusetts Bonding and Insurance Company and will be mailed to whatever address you may direct. I assume that you will want the warrant mailed direct to you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:chr

cc Floyd Query

RECEIVED
JAN 18 1954
FOR FILING

1-2407
3816

January 15, 1954

Mr. C. M. Pratt, Manager
Massachusetts Bonding and Insurance Company
Lumbermen's Building
Portland 4, Oregon

Dear Mr. Pratt:

Reply is made to your letter of January 14 just received in which you inquire as to the exact amount remaining to be paid Loree Building Service in connection with their contract with the State Highway Commission for construction of a maintenance building at Richland, Oregon; and you also request that the remaining monies due Loree Building Service be assigned to the Massachusetts Bonding and Insurance Company.

By separate letter today, a copy of which is enclosed, you will note that the amount remaining to be paid to Loree Building Service in connection with this job is \$1,465.00 and that it will be released after the Highway Commission has accepted the contract and outstanding claims of record with the Highway Commission have been satisfied. The only claim of which we have any record is that of Cass Moeller in the amount of \$623.65 for materials furnished to the job.

I enclose five copies of the form of assignment as you have requested, and it should be signed by Loree Building Service before a witness. The original and one copy, both bearing original signatures, should be returned to this office for further handling. You may dispose of the remaining copies as you desire. When the warrant is released covering the final payment in connection with this job, it will be made payable to the order of the Loree Building Service, assigned to the Massachusetts Bonding and Insurance Company and will be mailed to whatever address you may direct. I assume that you will want the warrant mailed direct to you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

cc Floyd Query



MASSACHUSETTS BONDING AND INSURANCE COMPANY

HOME OFFICE, BOSTON 9, MASSACHUSETTS

BRANCH OFFICE
CLARENCE M. PRATT, MANAGER
LUMBERMEN'S BUILDING
TELEPHONE: BROADWAY 2526

PORTLAND 4, OREGON
January 14, 1954

State of Oregon Highway Commission
Salem, Oregon

Re: Loree Building Service, La Grande, Ore.
Our Bond #C-749129
Your contract #3886

Att'n: Mr. H. B. Glaisyer, Sec.

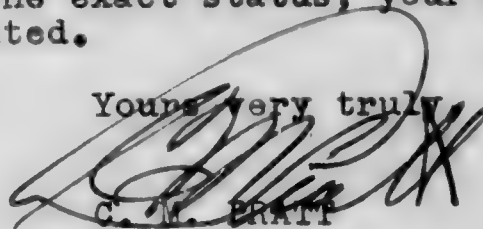
Gentlemen:

In further reference to our letter of January 8, 1954, wherein we requested that any monies due the above captioned, Loree Building Service be withheld until further notice by this company as surety, at this time we would like to inquire as to the exact amount due Loree Building Service under this contract.

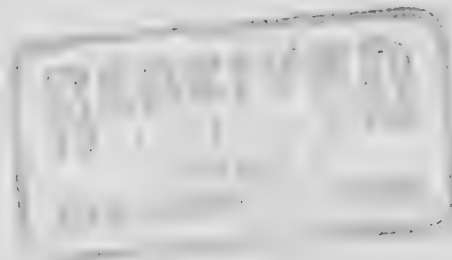
We are informed that your office prefers to issue assignment forms and under the circumstances as respects this project, will you kindly have issued Assignment of Claim Forms, wherein Massachusetts Bonding and Insurance Company is to be assigned all monies due.

Due to the fact, that the contractor is in financial difficulty and we are endeavoring to determine the exact status, your early response will be very much appreciated.

Yours very truly


C. M. PRATT

CMP:EH





MASSACHUSETTS BONDING AND INSURANCE COMPANY

HOME OFFICE, BOSTON 9, MASSACHUSETTS

BRANCH OFFICE
CLARENCE M. PRATT, MANAGER
LUMBERMEN'S BUILDING
TELEPHONE: BROADWAY 2526

PORTLAND 4, OREGON
January 14, 1954

State of Oregon Highway Commission
Salem, Oregon

Re: Loree Building Service, La Grande, Ore.
Our Bond #C-749129
Your contract #3886

Att'n: Mr. H. B. Glaisyer, Sec.

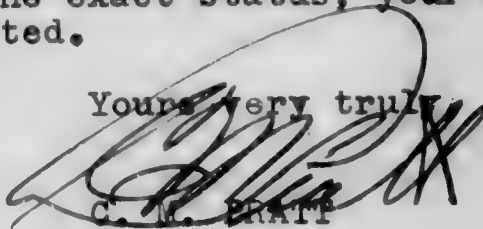
Gentlemen:

In further reference to our letter of January 8, 1954, wherein we requested that any monies due the above captioned, Loree Building Service be withheld until further notice by this company as surety, at this time we would like to inquire as to the exact amount due Loree Building Service under this contract.

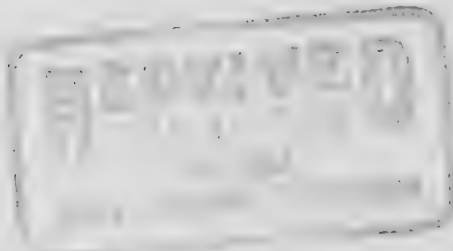
We are informed that your office prefers to issue assignment forms and under the circumstances as respects this project, will you kindly have issued Assignment of Claim Forms, wherein Massachusetts Bonding and Insurance Company is to be assigned all monies due.

Due to the fact, that the contractor is in financial difficulty and we are endeavoring to determine the exact status, your early response will be very much appreciated.

Yours very truly,


C. M. PRATT

CMP:EH



RECEIVED
JAN 15 1954
FOR FILING

1-3-11
3886

January 15, 1954

Massachusetts Bonding & Insurance Co.
Northwest Branch Office
847 Dexter Horton Bldg.
Seattle 4, Washington

Gentlemen:

State Highway Contract No. 3886 for work performed on the Richland Maintenance Building in Baker County was completed by the contractor, Loree Building Service, November 29, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$1,465.00 will be released to the contractor after acceptance by the Commission, providing outstanding claim has been settled and this office advised. The total contract amount is \$12,686.88 and no force account work was performed on the project.

There is a claim filed against this contract by Cass Moeller for material furnished in the amount of \$623.65, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Massachusetts Bonding & Insurance Co.
C. M. Pratt, Agent
Lumbermens Bldg.
Portland 4, Oregon

NOTED ON CARD

1-15-54

RECEIVED
JAN 15 1954
FOR FILING

was seen

1-24-54
2886

January 13, 1954
Salem, Oregon

Mr. C. H. Maison

Attached hereto for your information are two copies of a letter that was received from C. M. Pratt, Attorney-in-Fact for the Massachusetts Bonding and Insurance Company, requesting that final payment on any other monies due the Loree Building Service in connection with State Highway Contract No. 3886 be withheld until further notice from him.

In view of this letter, will you please hold up further payment to Loree Building Service in connection with this job.

Secretary

HBC:ehr

cc C. H. Maison &
Floyd Query

Attachments 2

MAILED ON CARD

1-13-54

January 12, 1954

Mr. C. M. Pratt
Attorney-In-Fact
Massachusetts Bonding &
Insurance Company
Portland 4, Oregon

Dear Mr. Pratt:

We received in today's mail your letter of January 8, 1954 in which you request that the final payment or any money due Loree Building Service on State Highway Contract No. 3886 for construction of the Richland Maintenance Building be withheld pending further notice from you as surety on the bond furnished in connection with this job. We shall be glad to comply with your request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

NOTED ON CARD



MASSACHUSETTS BONDING AND INSURANCE COMPANY

HOME OFFICE, BOSTON 9, MASSACHUSETTS

BRANCH OFFICE
CLARENCE M. PRATT, MANAGER
LUMBERMEN'S BUILDING
TELEPHONE: BROADWAY 2526

PORTLAND 4, OREGON
January 8, 1954

Oregon State Highway Department
Salem, Oregon

Att'n: Mr. H. B. Glaisyer

Re: Loree Building Service, La Grande,
Oregon.
Our Bond #C-749129
Your contract #3886

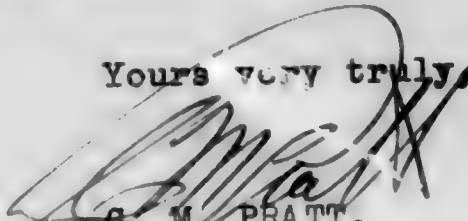
Gentlemen:

The above captioned performance bond was for construction of the Richland Maintenance Building, Baker County, Oregon, your contract #3886.

This letter is to serve as confirmation of our telephone conversation of this morning, wherein Massachusetts Bonding and Insurance Company as Surety on behalf of Loree Building Service requested that final payment or any money due Loree Building Service as respects this contract be withheld until further notice by this company as Surety.

Thanking you in advance for your cooperation.

Yours very truly,


CLARENCE M. PRATT,
ATTORNEY-IN-FACT

CMP:EH

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
FOR FILING

W. H. Lewis

1-2471
2896

Salem, Oregon
January 8, 1954

CONTRACT NO. 3886

Mr. C. H. Maison
Chief Auditor

Dear Mr. Maison:

I have just had a telephone call from Mr. C. M. Pratt, Attorney-in-Fact and Resident Agent for the Massachusetts Bonding and Insurance Company requesting that no further payments be made to Loree Building Service in connection with Contract No. 3886 for construction of a maintenance building at Richland until further advised by him. He is writing me today to the same effect. In the meantime, will you please hold up further payments to Loree Building Service in connection with this job until you hear further from me. Thank you. *also hold up all payments to*

Loree Bldg Service in connection with Contract 4042 1983.
Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm
cc: Floyd Query

NOTED ON CARD

1-8-54

RECEIVED
JAN 15 1954
FOR FILING

Lewis

1	1	9
2876		

January 7, 1954

Lowe Building Service
Box 310
La Grange, Oregon

Gentlemen:

This is to acknowledge your letter of January 4th concerning payment to C. M. Moeller when you have received final payment on State Highway Contract No. 3886.

Our records show that the job was completed November 29, 1953, and the final estimate will be mailed sometime after the contract is accepted by the Commission which will not be before its next meeting on January 21 and 22.

For your information we should advise you that it is the policy of the Commission to withhold final payment on a contract until this office has evidence that all claims against the contract have been settled.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

Encl:

cc - Massachusetts Bonding & Insurance Co.
Northwest Branch Office
847 Dexter Horton Building
Seattle 4, Washington

Mr. C. M. Pratt
Lumbermens Building
Portland 4, Oregon

Mr. C. M. Moeller
709 Valley Avenue
Baker, Oregon

NOTED ON CARD

1-7-54

Loree

BUILDING SERVICE

General Building Contractor

Box 310

LA GRANDE, OREGON

Phone 785-J

"Exceeding From Foundation to Roof"

Jan. 4, 1954

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

With reference to your communication to the Massachusetts bonding company, dated Dec. 17, 1953; please be advised that Mr C.M. Moeller was to be paid from the final estimate on the Richland job, Contract No. 3886; which has not as yet been received by us. When the estimate is received we will immediately mail him a check.

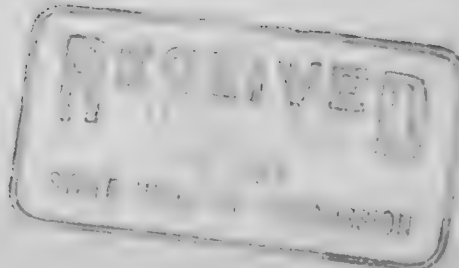
Yours truly

M.C. Loree
M.C. Loree

C.C. to: Massachusetts Bonding Co.
C.M. Moller

REFERRED TO

Query
SECRETARY
notify surety Eng Moeller.
record on card.



1-4-54

RECEIVED
FOR FILING

1-24-53
2/1/53

October 31, 1953

Request for extension of time

for extension of time
No. 3
January 21 and 22 meeting.

Gentlemen:

Re: Highway Maintenance
Building, Contract 3040

The Large Building Service, contractor for the construction of the state highway maintenance building at Richland in Baker County, requests an extension of time from the contract completion date of September 30, 1953 to and including November 30, 1953, for the completion of the work on this project.

The State has had use of the building since the contract completion date, and the time extension is to cover minor adjustments and the completion of the painting.

In view of the fact that the State has had use of the building and no additional expense is involved, it is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

T. H. Hildock
State Highway Engineer

Encl.
GSP:ga

RECEIVED
FOR FILING

Lucas R

1-24-53
3886

December 17, 1953

Mr. Cass Moeller
709 Valley Avenue
Baker, Oregon

Dear Mr. Moeller:

This is to acknowledge your letter of December 14 concerning a claim you have against Lorse Building Service in the amount of \$623.65 for materials furnished for construction of a maintenance building at Richland, known as State Highway Contract No. 3686. The contract was completed on November 29, 1953 but has not yet been accepted by the Commission. The Massachusetts Bonding & Insurance Company, Lumbermens Building, Portland 4, furnished the performance bond for this contract which assures completion of the job and payment of the bills incurred on it.

If you feel that it is necessary to protect your claim for a period longer than 6 months following completion of the job and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing such a filing, we have attached an excerpt from the Oregon laws outlining the necessary procedure. In the meantime, we shall notify the surety and the contractor that your claim has been received. The State generally withholds final, or in some cases, semi-final payments on contracts pending adjustment of claims filed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FA:chr

Attachment

cc Members of the Commission
R. H. Baldock
W. C. Williams

NOTED ON CARD

12-17-53, gl

3886

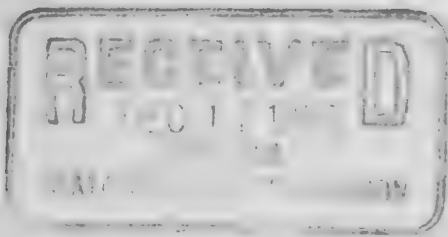
709 Valley Ave
Baker Ore

Dec 14 1953

Oregon State Highway Comm.
Salem Ore

Dear Sir: I am writing to you
in regards to a bill for material
furnished to Louie Conest Co of
La Grande Ore. & delivered to
Richland Ore. for Highway
Shop. My bill to date is \$623.65

I am writing to ask if there
is any way that I can get this
amount before he is paid in
full



Yours very truly
Eas Moeller

RECEIVED
DEC 21 1953
FOR FILING

1-3409
3886

December 17, 1953

Massachusetts Bonding & Insurance Co.
Northwest Branch Office
847 Dexter Horton Building
Seattle 4, Washington

Gentlemen:

We have received a letter from Mr. Cass Moeller, 709 Valley Avenue, Baker, in which he writes that Lere Building Service owes him \$623.65 for materials furnished to the contractor in construction of the maintenance building at Richland, known as Contract No. 3886.

We provide this information as your company appears as surety on the performance bond furnished with the contract mentioned.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:shr

cc C. M. Pratt,
Lumbermens Building
Portland 4, Oregon

Lere Building Service
Box 310
La Grande, Oregon

RECEIVED
MAY 13 1953
FOR FILING

1-3497
2911

May 11, 1953

Loree Building Service
Box 310
La Grande, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3886, which was awarded to you on April 8, 1953 by the State Highway Commission, for constructing Richland Maintenance Building, Baker County.

An executed copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl. 1

RECEIVED
1953
FOR FILING

1-21-53
3886

April 10, 1953

Loree Building Service
Box 310
La Grande, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contract No. 3886 for construction of the Richland Maintenance Building in Baker County. This award was based on your bid of \$12,766.88 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl

cc

H. G. Smith
S. H. Probert
G. S. Paxon
W. M. Franke SIAC

RECEIVED
1953
FOR FILING

1-3409
3886

Salmon, Oregon
March 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Office

Attached are three conformed copies of an agreement with Eagles Lodge No. 123 concerning a compromise settlement of a disputed property line between the Lodge property and Highway Department property in Richland

An executed copy of the above agreement has been retained in this office for the Commission's files and one executed copy has been sent to Eagles Lodge.

Yours very truly,

Acting Secretary

rn
Attach: 3

RECEIVED
MAR 25 1953
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

Mar. 23, 1953

SUBJECT:

To:

Mr. H. B. Glaisyer, Secretary
State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

Enclosed find Property Line Agreement between
the State of Oregon and Eagle Lodge No. 123 IOOF.

This has been recorded in Baker County. I am
sending the secretary of the lodge pertinent information
to the recording.

Very truly yours,

L. H. Young
L. H. Young
Dist. Maint. Supt.

LHY:mr
encl:
cc: A.F. Parson



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

1-3409

Salem, Oregon
March 5, 1953

SUBJECT:

Proposed Richland Maintenance
Building

To:

Mr. A. F. Paxson
Division Engineer
Oregon State Highway Department
La Grande, Oregon

Dear Sir:

Reference is made to the proposed location of the new maintenance building on the property at Richland. Mr. Paxson objects to relocating the building on the street line, pointing out that we have 18" of overhang which would be an encroachment on the City street and that a formal easement from the City would be necessary before we would be able to place the building on the line.

I have discussed the matter with Mr. Collier and he is of the opinion that we should not ask for this easement and we have accordingly asked Mr. Paxson to go ahead with the building as planned, that is 18" from the property line.

Very truly yours,

I. A. Dorrance
I. A. Dorrance
Assistant Maintenance Engineer

IAD:db

cc- L. H. Young
W. W. Stiffler
G. S. Paxson

NOTED
W. W. STIFFLER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 4, 1953

SUBJECT: Richland Maintenance Building

To:

Mr. I. A. DeFrance
Asst. Maintenance Engineer

Dear Sir:

I note in your letter of March 3 that you recommend the wall of the building be set on the property line. These buildings have a overhanging roof, and even though we installed eve troughs, we still are projecting out into the street area and off of our property.

I presume that the idea of setting this on the street line is to get away from a 1'-6" strip which would probably grow up to weeds. We could do the same thing by ending the fence at each end of the building and attaching it to the corner with a 1'-6" offset.

I would hesitate to infringe on the city street, and certainly not unless we had formal easement from the city to do so. Will you please advise.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. W. Stiffler ✓

NOTED
W. W. STIFFLER

RECEIVED

FOR FILING

FORM E-30 SEP 9-51 22310

1-3409

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 3, 1953

SUBJECT:

To:

Proposed Richland Maintenance Building.

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

It will be in order to call bids at the next letting for the proposed Richland Maintenance Building. Plans for this building were prepared in 1952. There is one change that the District and Division Engineers recommend. They request that we place the building on the property line and if necessary, eave troughs can be installed to catch roof drip over the sidewalk.

Our estimate of cost is as follows:

Building 32x78 = 2496 sq. ft. at \$5.50	\$13,730
12% for Engineering and Contingencies	1,720
	<u>\$15,450</u>

State Force Work - Grading	\$200	
Surfacing	500	
Oil Surface	500	
Culvert		
Pipe	600	
Fence and		
Gate	200	
		<u>\$ 2,000</u>
		\$17,450

The item in the budget is \$16,000, however the overrun will be covered from reserves for transfer.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db

cc- W. W. Stiffler ✓
A. F. Parson
L. H. Young

NOTED
W. W. STIFFLER

RECEIVED
MAR 6 1953
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 1438

1-B-9

1-3409

January 29, 1953

Mr. L. H. Young
District Maintenance Supt.
State Highway Department
Baker, Oregon

Dear Mr. Young:

I hand you herewith the original and duplicate copies of an agreement between the State Highway Commission and Eagle Lodge No. 123, IOOF, Richland, Oregon, concerning the compromise settlement of a disputed property line between the Lodge property and Highway Department property in Richland. It is my understanding that you carried on the negotiations with the Lodge to settle this discrepancy for which reason I am forwarding you the agreements, both of which you will note have been signed by the State Highway Commission.

Will you please have both copies signed by the proper officials of the Lodge, then have the original recorded in the county records and return it to me for filing purposes. The duplicate copy may be retained by the Lodge for its records. When you have recorded it, it would be well to give the recording information to the secretary of the Lodge for future reference. There will be a slight expense for recording the instrument, but you will be reimbursed through your expense account.

Thank you kindly for taking care of this for me.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:sl

cc: L. A. DeFrance
F. A. Query
A. F. Parsons, Division Engineer, LaGrande, Ore.

REFERRED TO
SECRETARY
full

RECEIVED
JAN 15 1953
FOR FILING

1-3709

January 13, 1953

Oregon State Highway Commission

Gentlemen:

At the next meeting we will present for your approval an agreement between the State Highway Commission and the Eagle Lodge No. 123, I.O.O.F., an Oregon corporation of Richmond, Oregon.

The agreement has been prepared by the Legal Department at the joint request of the Night of Day Engineer and ourselves as the most feasible and practical method to compromise a discrepancy in the boundary line between the tract recently purchased by the Highway Department for a winter shoe equipment storage site and property owned by the Lodge in Richmond, Oregon. There is an overlap of 17 feet in the two descriptions, which we agree to reconcile by establishing the boundary line along the line of an old, well-established fence, considered locally to be the dividing line between the two properties. We will concede a strip 100' x 8' in width and the Lodge will concede a strip 100' x 9' in width.

To reconcile a discrepancy in any other manner would cost more than the property is worth. Therefore, the agreement is recommended for your approval.

Very truly yours,

S. C. Williams
Acting State Highway Engineer

cc Mr. W. W. Stiffler

WNS:er bl

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1953

SUBJECT: Richland Maintenance Station
Site - determination of South
property line

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith agreement forms prepared by our Legal Department to effect a compromise determination of the south property line of our maintenance station site at Richland.

The discrepancy is due, no doubt, to the fact that the City Street and the Wallace deed to the State are tied to the East quarter corner of Sec. 23 while the Lodge deed is tied to the SW corner of the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Sec. 23.

The situation is as follows:

423.66 feet = distance from center line of Main Street of Richland Southerly to south line of Wallace deed to State on the basis of the Wallace deed description tied to the East $\frac{1}{4}$ corner of Section 23, T9S, R45EWM which is located approximately 1280 feet distant.

415.66 feet = distance from center line of Main Street of Richland southerly to existing fence between Lodge property and Wallace Property on the Basis of the description and ties described above.

406.66 feet = distance from center line of Main Street Richland Southerly to the North line of the Lodge property when measured in accordance with the Lodge deed the description of which ties to the SW corner of the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Sec. 23, T9S, R45EWM which is located approximately 915 feet distant.

On the basis of the Wallace deed and the Lodge deed the quarter section in question would be 1338.66 feet in length rather than the normal 1320 feet. This, no doubt, accounts for the reported 17' overlap. The proposed boundary line along the location of the existing fence will result in dividing the overlap and leaves the boundary where it has been for the last 20 or more years.

We recommend the proposed agreement be approved and completed. *NWS files*

Very truly yours,

I. A. DeFrance
I. A. DeFrance
Assistant Maintenance Engineer

NOTED
W. W. STIFFLER

IAD:db
cc-

REFERRED TO

Mr. H. H. Lantz ✓

W. W. STIFFLER

for approval & signature of Mr. Stiffler

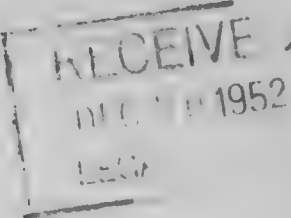
OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Dec. 30, 1952

SUBJECT:

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Mr. Stiffler:

Herewith, you will find the original and five copies of the proposed agreement to be entered into by the State and the I.O.O.F. Lodge No. 123 of Richland, Oregon, relative to the establishment of a boundary line between State-owned property and property owned by the said Lodge.

You will note that only the original agreement has a print attached thereto. Therefore, it would be advisable to have a print attached to each copy of the said agreement and have the same marked Exhibit "A".

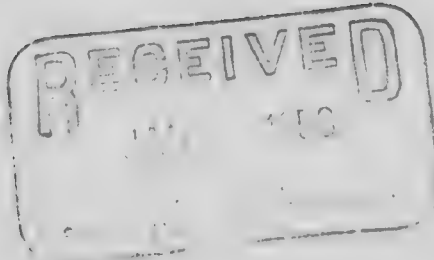
Yours very truly,

C. W. ENFIELD
Chief Counsel

By

*Thomas J. Reeder*THOMAS J. REEDER
Assistant Attorney

TJR:FRC

NOTED
W. W. STIFFLER

REFERRED TO

Mr. He Lance

W. W. STIFFLER

for approval & record with

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Dec. 30, 1952

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

RECEIVED
DEC 31 1952
LEG.

Dear Mr. Stiffler:

Herewith, you will find the original and five copies of the proposed agreement to be entered into by the State and the I.O.O.F. Lodge No. 123 of Richland, Oregon, relative to the establishment of a boundary line between State-owned property and property owned by the said Lodge.

You will note that only the original agreement has a print attached thereto. Therefore, it would be advisable to have a print attached to each copy of the said agreement and have the same marked Exhibit "A".

Yours very truly,

C. W. ENFIELD
Chief Counsel

By *Thomas J. Reeder*
THOMAS J. REEDER
Assistant Attorney

TJR:FRC

RECEIVED
JAN 1 1953

NOTED
W. W. STIFFLER

RECEIVED
NOV 26 1952
FOR FILING

1-3404

Salem, Oregon
November 26, 1952

Mr. C. W. Enfield

Herewith is a copy of a report from Mr. De France, sketch map 1B-8-13, and a copy of a tentative boundary line agreement tentatively entered into with the Eagle Lodge No. 123, I.O.O.F., Richland, Oregon, to reconcile the boundary line between state highway property, Deed M-228, and the property of the Lodge lying adjacent to the above on the south.

If you will agree with the basis of solving the boundary line, please draw up the necessary instrument to implement the same.

W. W. Stiffler

WWS:er

Enclosure

cc Mr. I. A. De France

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1952

SUBJECT: Richland Maintenance Site
M 228
R/W Dept. 19173

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

During the past Summer, we purchased from Mr. and Mrs. James E. Wallace, a 0.76 acre maintenance station site at Richland as shown on the attached map 1R-1-387. The title check revealed an apparent deed overlap of some 17' between the Wallace's property and the adjacent property to the south owned by the I.O.O.F. Lodge. For many years, (exact number unknown), a fence has been in place between these two properties, and overlap on the ground between this fence and the Wallace's deed was 8'. Since we did not anticipate building on the southerly portion of the tract anyway, the deed was accepted and the transaction with the Wallace's was completed in August.

We think it highly adviseable to definitely locate the boundary now and possibly avoid some difficulty in the future, should we ever sell the property or build a new fence, or find that we wanted to use the extreme south portion of it.

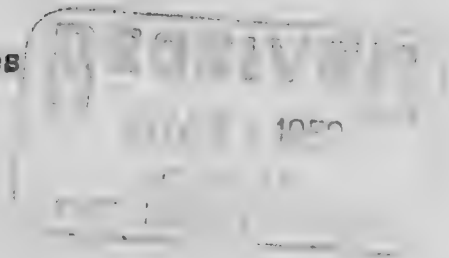
Mr. F. A. Morgan of our Legal Department advised us that a Boundary Line Agreement between the Lodge and the Highway Commission setting forth a mutually acceptable boundary, appeared to be proper procedure to follow. Mr. Young has contacted the Secretary of the Lodge, accordingly, and advises that they are agreeable to define the boundary where the fence is. A description of this line is attached, along with a lodge letter head showing names of lodge officials, and we recommend this material be forwarded to the Legal Department for preparation of an agreement.

Very truly yours,

I. A. DeFrance

I. A. DeFrance
Assistant Maintenance Engineer

JB:dk
Enclosures
cc



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1952

SUBJECT: Richland Maintenance Site
M 228
R/W Dept. 19173

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

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We think it highly advisable to definitely locate the boundary now and possibly avoid some difficulty in the future, should we ever sell the property or build a new fence, or find that we wanted to use the extreme south portion of it.

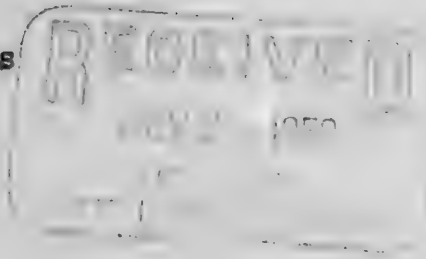
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Very truly yours,

I. A. DeFrance

I. A. DeFrance
Assistant Maintenance Engineer

JB:dk
Enclosures
cc



NOBLE GRAND

SECRETARY

Eagle Lodge I. O. O. F.



EAGLE LODGE No. 123, I. O. O. F.

William Byttner,

Earl A. Blank,

Walter Giles

Trustees.

John H. Sass, Secretary

Tentative Boundary Line Agreement

In view of the fact that due to deed discrepancies in the past, the location of the dividing line between the parcel of land purchased by the State of Oregon from James E. & Opal Wallace as recorded in Book 138, Page 418 of the Baker County Record of Deeds and that owned by the I.O.O.F. Lodge No. 123, the same being in the contiguous to the City of Richland; the State of Oregon and the I.O.O.F. Lodge No. 123 hereby unite to define said dividing line between their properties as follows:

Beginning at a point on the easterly line of First Street in Richland, Baker County, Oregon, said point being south $1^{\circ} 48'$ east along the easterly line of First Street, a distance of 415.66 feet from the intersection of the easterly line of First Street with the centerline of Main Street, or the Baker-Homestead Highway at Engineers Station 2329+45; said point of beginning also coinciding with the northwest corner of the I.O.F. lot as the same is now fenced, thence north $88^{\circ} 12'$ east along the existing northerly fence line of the I.O.F. lot, a distance of 100 feet.

RECEIVED
APR 26 1952
FOR FILING

1-3469

Salem, Oregon
April 25, 1952

Mr. G. S. Paxson

Our report to the Commission at the April meeting, recommending the purchase of a building site in Richland for standard equipment storage headquarters for the price of \$2,000, indicated that we would budget a standard building next year. Therefore, at the present time we do not have authority to transfer some other location in the budget to finance the Richland headquarters.

W. W. Stiffler

WWS:er

cc Mr. I. A. De France

REC
APR
FOR

FORM E-30X 12M 1-52 22410

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 18, 1952

SUBJECT: Richland Maintenance Site

To: Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

We have been unable to locate a satisfactory maintenance building site at Heppner; however a suitable site has been located at Richland on which an option has been obtained and which is being submitted to the Highway Commission for their approval April 21. Assuming that this option is approved we will want to call bids on the construction of a maintenance building at Richland.

We attach hereto a ^{copy} plan of the sketch map of this property showing the proposed location of the building. It is proposed to put the building on the west property line the south end of the building to be even with the south line of Block 1 extended. It should be a standard 32'x78' concrete masonry building with standard shop unit on the north end and four (4) standard storage bays on the south end all with uplift doors and with an aluminum roof. A sump drain will not be required in the shop unit and the floor should slope to provide drainage to the door.

The City water main and the power line are both located along the west line of our property. The building should be wired and hooked up also plumbed and connected to City water. A septic tank will be required and a suggested location is shown near the east side of the property. There is an irrigation ditch which runs across the proposed building site, however we plan to have State forces enclose the irrigation ditch and will arrange to have this done and back fill completed before the contract is let. The contractor will be required to do no work on gas pumps, surfacing, fencing etcetera.

Our estimate of cost is 2496 sq. ft. at \$6.50 plus 12 1/2% for engineering \$18,252. The Heppner item in the 1952 budget was for \$16,000; however arrangements will be made to transfer funds to cover the overrun so that we will be able to stay within the over-all budget limitation.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

NOTED
W. W. STIFFLER

IAD/db Encl.
cc- W. W. Stiffler
E. F. Chidsey

RECEIVED
APR 17 1952
FOR FILING

1-34109

April 11, 1952

Oregon State Highway Commission

Gentlemen:

During the past two years the District Maintenance Superintendent at Baker and the Division Engineer at La Grande have been attempting to locate and purchase a suitable building site for a standard maintenance headquarters building at Richland, Oregon. The present headquarters is inadequate and entirely unsuited to our requirements as the storage building is 22' x 32'.

We find that we can purchase the land upon which our present storage building, gas pumps, tanks, and oil shed are now located, including those buildings, for the sum of \$2,000. The land consists of 0.76 acre located on First Street, one-half block from the Baker-Homestead Highway. The dimensions of the property are such that they will very nicely accommodate a standard maintenance headquarters building and, although at first glance the price seems high, the property is served by the city water system, which will assure us of better fire protection. No grading costs will be necessary and over a period of years we have probably invested about \$500 for surfacing.

Our present lease on this property expires in December, the rental rate being \$25 per month, which was raised from \$10 per month three years ago. Therefore, it is possible that if the lease were renewed the rental rate may be increased. We have not been able to find any other property that we can purchase which is as suitable.

It is my recommendation that we buy the property for \$2,000, and during the next year or two we will budget the construction of a standard building. In the interim, we will have consigned by saving the monthly rental now paid.

This item will be on the agenda for the April meeting.

Mr. Cooper:

In your report on property matters, please report on this.

R.H.B.

Very truly yours,

R. W. Haldeck
State Highway Engineer

WWS:er lg

cc Mr. W. C. Williams
Mr. W. W. Stiffler

RECEIVED
FOR FILING

FORM E-30 JUN 9-51 02210

Maint
Bldgs & Sites

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 1, 1952

SUBJECT: Richland Maintenance Site

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith sketch map, property description, Statement of Information and Original Authorization for Negotiation for the purchase of a maintenance site at Richland.

Forwarded
To H.G. Smith
4-24-52

Lease Expires
Dec, 1955

The property involved is that which we have been renting for the last 12 years as a maintenance headquarters. The present rental rate is \$25 per month. The site is advantageously located at the east city limits and there is a building on the property 22'x32' which is inadequate for our use. Mr. Chidsey advises that the property is available at this time and recommends that we purchase and plan to construct a more adequate maintenance building.

The purchase price requested by the owner is \$2,000 which at first appears high but upon consideration of the improvements is, no doubt, quite reasonable. We attach hereto a copy of a letter written by Mr. Young outlining in detail the local conditions and the improvements that makes the price asked appear reasonable. We concur in the recommendation that the property be purchased at this time and that plans be made to construct more adequate quarters.

This location was not included in the list of new maintenance stations to be built in 1952; however, we have been unable to locate a suitable building site at Heppner as yet and the Richland building could be built instead.

More time will be required to locate and acquire a suitable building site at Heppner and the need for the building at Richland is approximately as urgent as at Heppner.

Very truly yours,

I. A. DeFrance

I. A. DeFrance
Assistant Maintenance Engineer

NOTED
W. W. STIFFLER

IAD/db
cc-

WWS Files

C
O
P
Y

FORM E-30X 12M 1-22 22419

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

Mar. 11, 1952

SUBJECT:

To: Mr. E. A. Collier, Maintenance Engineer
Oregon State Highway Commission
Salem, Oregon

Attn: Mr. I. A. DeFrance

Dear Sir:

In accordance with our telephone conversation of last week I spent all of yesterday in Richland and the immediate vicinity in further search for an adequate and suitable site for our maintenance station. I did not get anywhere. The sites, if found, which would be suitable are not for sale. The owners of big ranches with land in a one mile radius of Richland will not sell because any money we would pay for an acre is peanuts to them and they consider our nuisance value as not worth the money. Some gave the excuse that they do not wish any additional corners to have to mow in or around. In my opinion it will be impossible to procure a site outside of the city limits within one mile without resorting to condemnation, and this will be difficult in view of the fact that we can get one in the city from Mr. Wallace, 0.76 acre for \$2000.00

The price seems high but I found out that the site for the High School purchased in 1921 was \$4000.00 for 5 acres.

The search for a suitable site reasonable, has been in progress over a period of years. The Section Foreman has been on the lookout for one the past two years. About a year ago I enlisted John Sass the local Justice of the Peace and prominent citizen, in the search. I have followed the leads he has given me and the only one which has borne any fruit is the Wallace place which is the site of our present station.

The price of this piece of land seems high, yet when viewed from the standpoint of improvements which we would have to put in at a new site, it does not look bad. The depth of walls required in this country run from 20 to 60 feet. If we were to acquire a piece of

C
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Y

FORM E-90X 12M 1-52 25419

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

SUBJECT:

To:

Page 2.

property out of town, off the city water line, a well would be necessary, and based on an average depth of 40 feet would cost us with casing, \$400.00. A pump and pump house would cost us an additional \$400.00. The present site has some surfacing on it which is probable worth \$300.00. Additional surfacing will no doubt be necessary but the present surface has at least this value to us. The moving of maintenance materials stored at the present site would cost us \$100.00 and the saving of rental until the new building is built would no doubt be \$150.00

In view of the above I believe that we can safely say that we could not afford to pay more than \$650.00 for a more rural undeveloped site. Besides these tangible benefits there are others which are harder to evaluate, such as:

- (a) Central location for our workmen.
- (b) Insurance rate benefits due to city water and fire protection.
- (c) Better protection against theft and pilferage.

I recently priced three lots on the main street of Richland with an area of 13,500 sq. ft., or 0.31 acre, for \$700.00. This is not an adequate area and has been promised to another party, but serves as a guide for current prices in the vicinity.

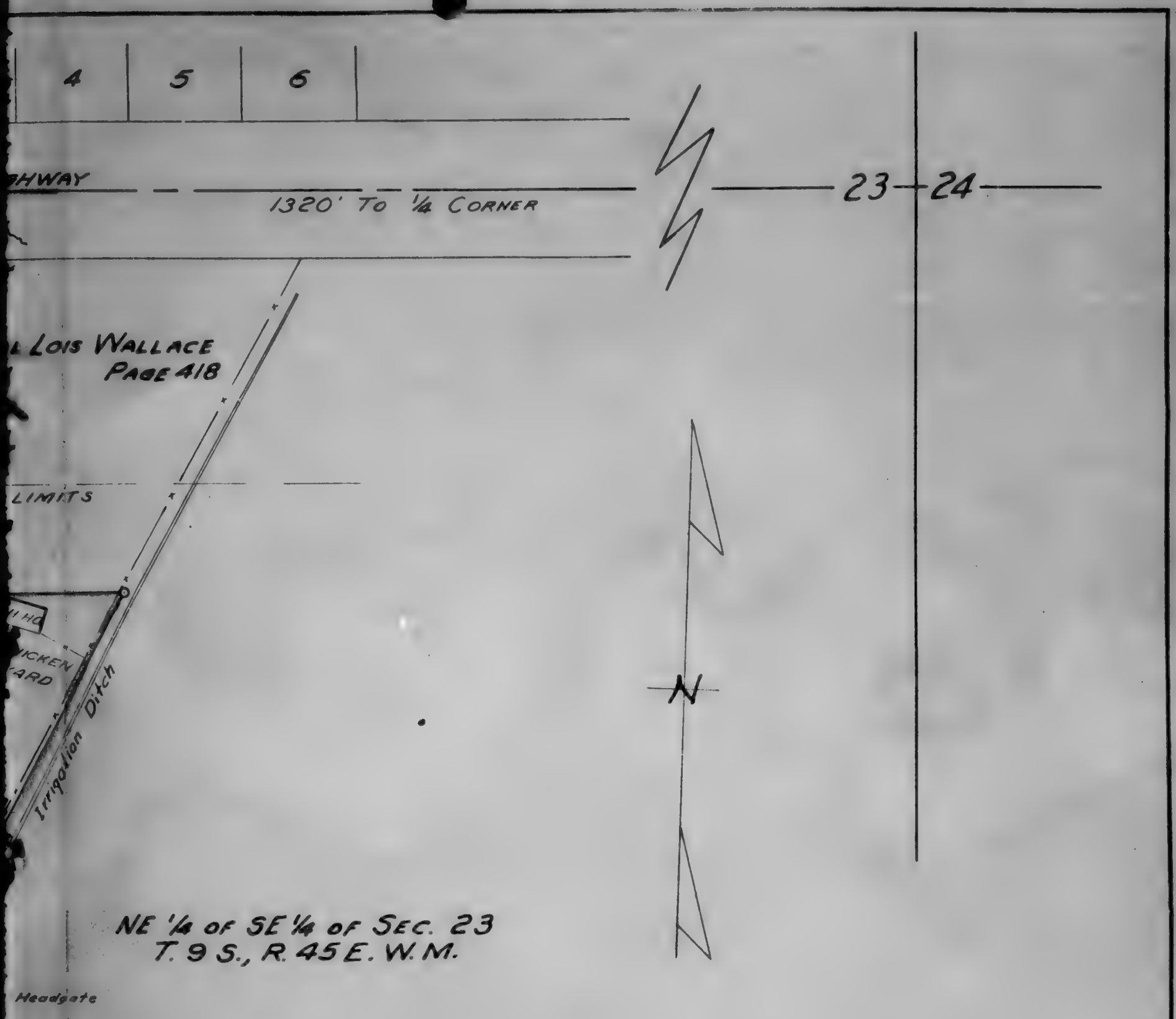
I do not believe that we can do any better than the Wallace property. It is possible that a regular right of way agent can get a more favorable price on this property than was quoted to me.

Very truly yours,

/s/ L. H. Young

L. H. Young
Dist. Maint. Supt.

LHY:mr
cc:E.F.Chidsey

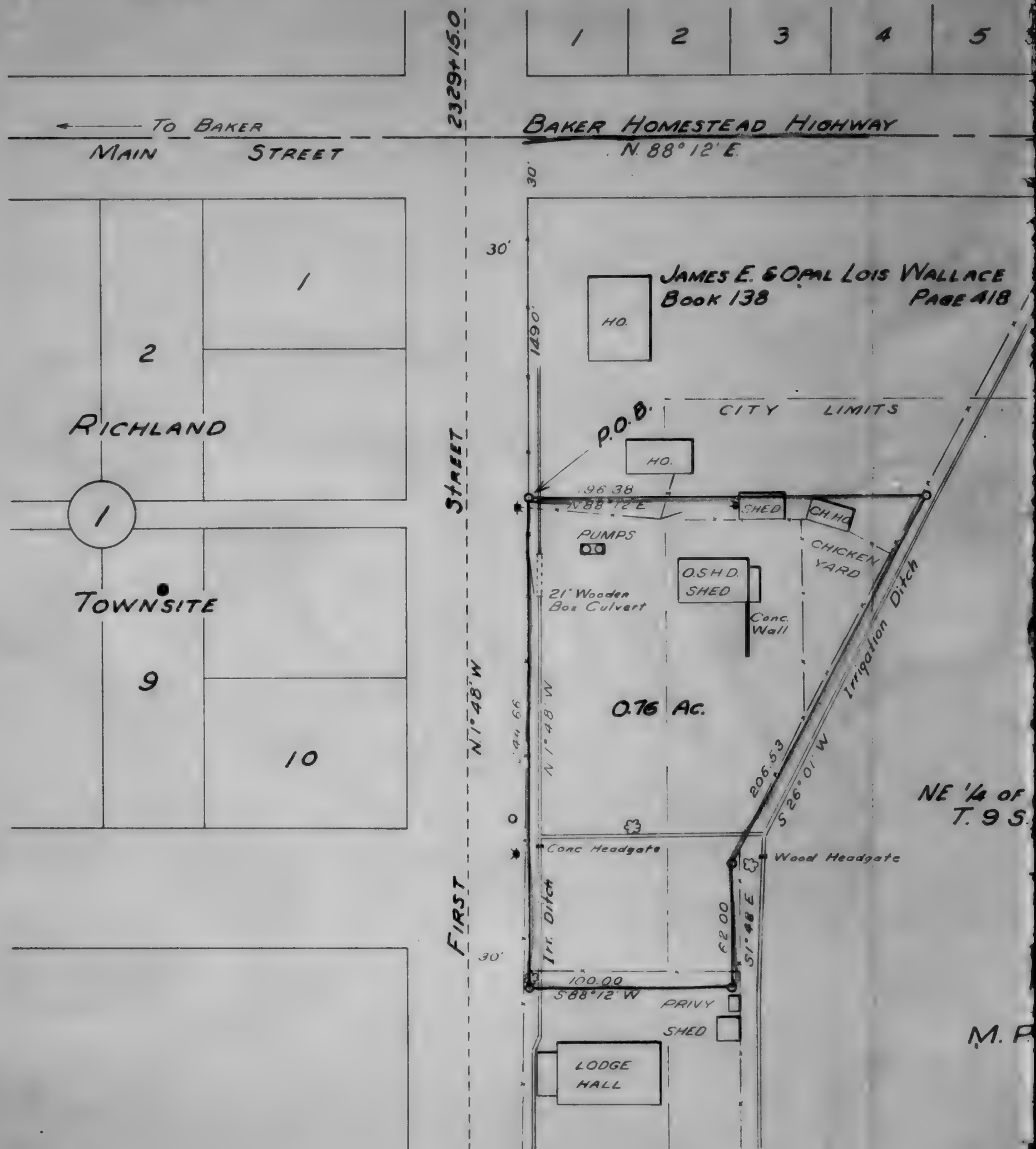


NE 1/4 OF SE 1/4 OF SEC. 23
T. 9 S., R. 45 E. W. M.

RICHLAND

M. P. 42.83

OREGON STATE HIGHWAY DEPARTMENT	
<i>Acquired From</i>	JAMES E. WALLACE & OPAL LOIS WALLACE
<i>For</i>	MAINT. EQUIP. STORAGE
<i>Highway</i>	BAKER-HOMESTEAD
<i>County</i>	BAKER
<i>Scale</i> 1" = 60'	<i>Date</i> JAN. 1952



RECEIVED

MAY 10 1953

FOR FILING

FORM NO. 25M 9-51 9234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

Mar. 9, 1953

SUBJECT:

To:

Mr. H. B. Glaisyer
Secretary State Highway Commission
Salem, Oregon

NOTED
H. B. GLAISYER

Dear Sir:

With reference to the boundary line agreement between the State and Eagle Lodge No. 123, IOOF at Richland, Oregon, I wish to advise that this was delivered to the Secretary of the Lodge on February 3. The Secretary was to secure the signatures of the trustees to this agreement.

On March 2 I checked with the Secretary of the Lodge and he had all of the signatures but one. He said that the agreement was agreeable to everybody concerned, but it was a matter of catching the last trustee and getting him to sign. I presume we will have the agreement in our hands in a very few days.

At such time as we get the agreement, we will have it recorded, etc., in accordance with your previous instructions.

Very truly yours,

L. H. Young
L. H. Young
Dist. Maint. Supt.

LHY:mr
cc: A.F. Parson

March 5, 1953

Mr. L. H. Young
District Maintenance Supt.
State Highway Department
Baker, Oregon

Dear Mr. Young:

On January 29, 1953, we forwarded to you the original and a duplicate copy of an agreement between the State Highway Commission and Eagle Lodge No. 123, IOOF, Richland, Oregon, concerning the compromise settlement of a disputed property line. These copies were to be signed by the officials of the lodge and the original to be returned to this office for the Commission's files.

In checking our files we note that our copy has not been returned. Can you notify us as to the whereabouts of this agreement.

Yours very truly,

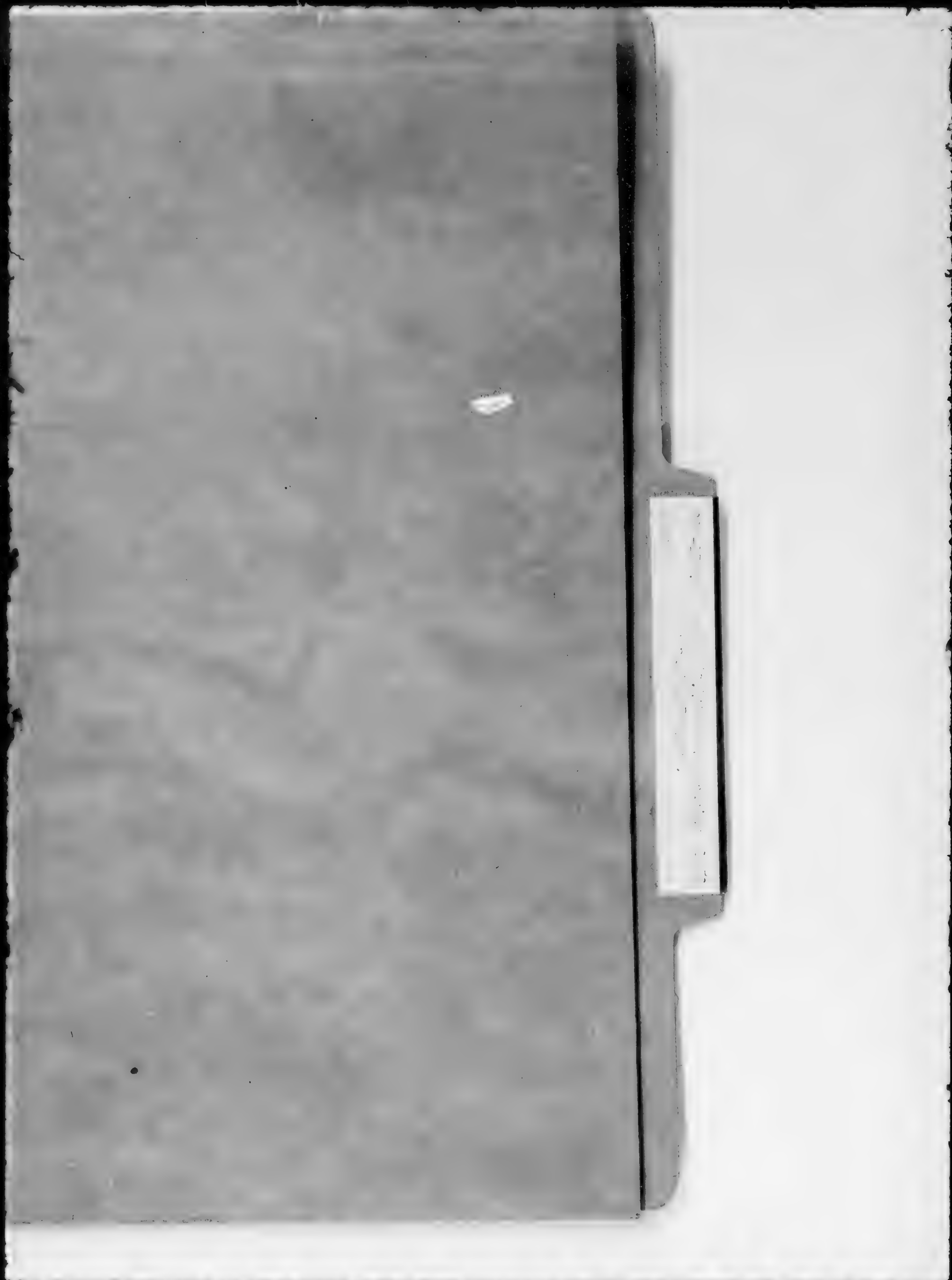
OREGON STATE HIGHWAY COMMISSION

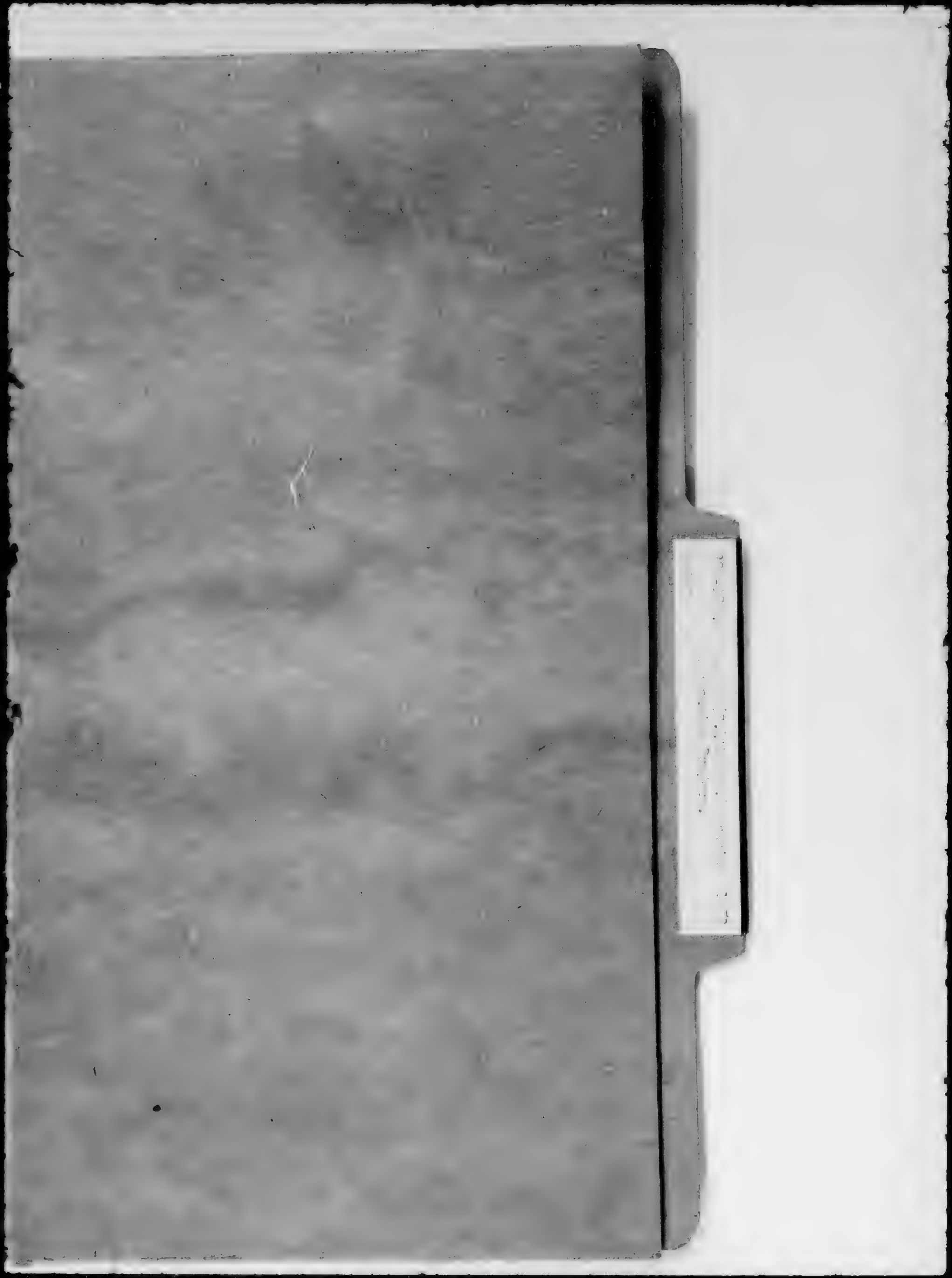
Secretary

rn

1-13-4
1/2/53

Check with L.C. Young, etc.
re agreement with
English etc. etc. etc.
must be given 1/2/53 to
sign of the paper





INVOICE
Oregon State Highway Department
Salem, Oregon

NOTED
J. W. CATTRALL

City of Canby
Canby, Oregon

Invoice No. 31726

Date Dec. 14, 1953

Your Req. No.

Billing Request No. 80-67

Attn: H. B. Evans, City Recorder

Credit distribution: 303-1704-299

Agreed City of Canby share of 1953 Special City Allotment project costs for paving S. 4th St., covered by agreement dated April 3, 1953. City to pay flat sum of \$ 3,000.00.

Advance Deposits

\$3,000.00

See above

To be refunded

3,000.00
NONE

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$-----

By John-----

RECEIVED
FOR FILING
303-1704
(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 20, 1953

(EST. NO.)

(CONTRACTOR)

3887-
(VOUCHER NO.)

3-final
(WARRANT NO.)

WARREN NORTHWEST, INC.
(AMOUNT) (DATE)

15722

R-74276

\$ 500.00 8/20/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

W. H. Glaisyer
ACCOUNTING DIVISION

Specified completion Date: **Aug. 31, 1953**

Time Extensions: **None**

Completion Date: **June 24, 1953**

Date Accepted: **Aug. 6, 1953**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **8-24-53**

Rec'd 8-25

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

W. H. Glaisyer

8-25-53

RECEIVED
AUG 1 1953
FOR FILING

8-3-53

August 3, 1953

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3887 for grading and paving on the Canby (S. 4th Ave.) City Street Section, Clackamas County, was completed by the contractor, Warren Northwest, Inc. on June 24, 1953 but has not as yet been accepted by the Commission.

Final payment in the amount of \$500.00 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is \$10,341.04, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

8-3-53 g

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

303-1704

For Week Ending June 27, 19 53

Section Canby (S. 4th Ave.) Kind of work Grading & Paving
 Highway City Street Section prefix 303-1704
 Contractor Warren Northwest, Inc. Contract number 3837
 Date of contract April 8, 19 53 Date of completion August 31, 19 53
 Date work started May 18, 19 53 ~~Estimated~~ date of completion June 24, 19 53
 Amount of contract \$ 11,097.90 Per cent of time elapsed 50.3 %
 Estimated cost of completed project, exclusive of engineering \$ 11,097.90
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 849.60, 100 % Date project was completed June 24, 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Monday the contractor completed the shoulder and driveway
surfacing on this project.

On Wednesday a triangular area at the west end of the job
was paved. (15 Tons). This area was planned to be surfaced with 3/4"-0"
rock instead of paving. The City of Canby asked that this area be
paved because of the temptation for high school kids to "dig" the
rock out with their hot rod cars.

Noted
 CORREST COOPER

NOTED
 RAY WEBBER

NOTED
 B. A. MARTIN

Signed Willard J. Scofield
 Willard J. Scofield Res. Eng'r.
 Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Rec'd 7/1/53

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.21	0.21			0.21
Miles partially completed					
Miles completed	0.21	0.21			0.21
Total estimated quantities	22.6 hrs	1205 CY			748.795 T
Estimated quantities moved or placed to date	22.6 hrs	1205 CY			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					10

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men				.	8 / .	2	10
Men and teams				.			
Men and trucks under 3 tons							
Men and trucks over 3 tons			.				16
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers 1, Mixers, Crushing or screening plants,
Compressors, Bulldozers, Sheep-foot rollers, 1 Barbur Green Paving Machine

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	Fair		
Thursday	Cloudy		
Friday	Showers		
Saturday			

RECEIVED
1953
FOR FILING

203-1704
2881

July 15, 1953

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren-Northwest, Inc. in connection with contract No. 3887, for grading and paving on the Carby (S. 4th Avenue) City Street Section, Clackamas County.

This payment, in the amount of \$6,752.24, will be released to the contractor on or after July 25, 1953. The retained percentage is \$500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

7-15-53 JF

RECEIVED
MAY 7 1953
FOR FILING

318-1784
3287

May 6, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, six fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3887, for grading and paving on the Canby (S. 4th Ave.) Section in Clackamas County, awarded April 8, 1953.

Contract No. 3888, for grading and paving on the Hubbard ("D" St.) Section in Marion County, awarded April 8, 1953.

Contract No. 3895, for paving on the Spring Creek Hill-Isbert Section of The Dalles-California Highway in Klamath County, awarded April 8, 1953.

Contract No. 3914, for paving on the Hayesville School-Battle Creek Junction Unit, Salem By-Pass Section of the Pacific Highway East in Marion County, awarded April 9, 1953.

Contract No. 3915, for paving on the 92nd Avenue-Fairview Section of the T. N. Banfield Expressway in Multnomah County, awarded April 9, 1953.

Contract No. 3920, for paving on the Siletz (Buford Avenue) Section in Lincoln County, awarded April 14, 1953.

Copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encls.

RECEIVED
APR 11 1953
FOR FILING

3-174

April 10, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contracts Nos. 3887 and 3888 for grading and paving South Fourth Avenue in the city of Canby, Clackamas County; and the grading and paving of "D" Street in Hubbard, Marion County. These awards were based on your bids of \$10,620.00 and \$4,983.50 respectively, which made a total low combination bid of \$15,603.50. Bids on these projects were submitted to the Commission on April 8, 1953.

I enclose for your immediate information a copy of the proposal forms which contain the specifications and special provisions pertaining to these jobs which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl
cc

H. G. Smith
S. H. Probert
W. M. Franswa SIAC

RECEIVED
1953
FOR FILING

Mr. H. B. Evans
City Hall
Canby, Oregon

April 6, 1953

Mr. H. B. Evans, City Recorder
City Hall
Canby, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Canby covering the improvement of South Fourth Avenue from Elm Street to Birch Street, a distance of approximately 0.22 mile, in connection with the \$250,000 Special City Allotment.

Yours very truly,

H. B. Olaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc.

<i>Trans & accts</i>
<i>Allo of funds</i>
<i>To City</i>

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 19, 1953

SUBJECT:

To:

Mr. H. J. Glaisyer
Secretary

Herewith Check No. 4388 in the amount of \$3,000 from the City of Canby. This represents a flat sum deposit on the city's share in the proposed \$250,000 Special City Allotment fund project on South Fourth Street.

It is understood that there will be no refund on the above deposit.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Encl.

cc: C. H. Maison

22452
John: (Candy)

V. O'Neil assures us
that the total cost of
job, including requested
widening, is included in
their estimate of \$13,892.06

to which I have added
\$550.⁰⁰ for preliminary
engineering.

Having the City pay \$3000.⁰⁰
would make the State cost
\$11,500 as approved
H. H. Hays

City of Canby

NOTED
J. W. CATTRALL

OFFICERS
REX EVEROLE MAYOR
H. B. EVANS RECORDER
CURTIS JOHNSON JR. TREASURER
CARL RAINES SUPT. PUBLIC WORKS

INCORPORATED IN 1893

CANBY, OREGON

COUNCILMEN
CHRIS KRAFT, JR., PRESIDENT
ELMER ANDERSON, SR.
JOHN WILLIAM BECK
A. L. GIROD
LARRY HILL
RALPH R. HULBERT

February 24-1953

NOTED
Harold C. Ayers

John W. Cattrall, Engineer
State Highway Department
Salem, Oregon.

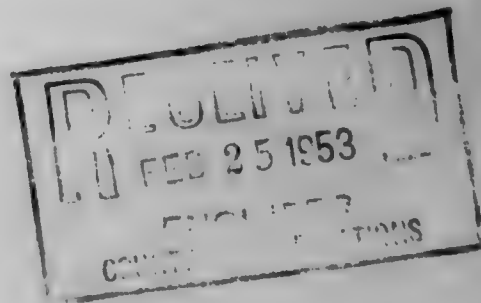
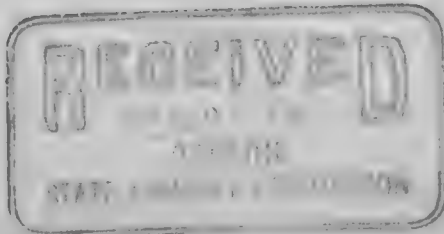
Dear Sir:

In connection with the approved project for paving on South Fourth street in Canby, the City Council desires to accept your estimate of \$ 3000 for additional cost of extending the work to the sidewalk curb. It is understood that the City assumes the liability of the extra width in the above amount mentioned.

Very truly,

H. B. Evans

City Recorder



ESTIMATE

		Unit	Price	Amount
1. Blade Grader	10 hrs	9 ⁰⁰		\$ 180 ⁰⁰
2 2 1/2" - 0 Mtl in Base	280 cu. y.	3 ⁰⁰		2850 ⁰⁰
3 3/4" - 0 Mtl in Base 5 Stills	150 cu. y.	3 ²⁵		1332 ⁵⁰
4 Sprinkling	8 M-Gal.	3 ⁵⁰		91 ⁰⁰
5 3/4" - 0 Mtl in Binder Course	18 cu. y.	5 ⁰⁰		220 ⁰⁰
6 RC 3 Asphalt in Binder Course	3 tons	65 ⁰⁰		455 ⁰⁰
7 Class B Asphaltic Concrete	340 tons	9 ⁵⁰		7220 ⁰⁰
				<u>12348⁵⁰</u>
		12 1/2%		<u>1543⁵⁶</u>
				<u>13,892.06</u>
				<u>550.00</u>
				<u>\$ 14,442.06</u>

	Qty	Shore	Extra Width
Blade Grader	10 hrs	9 ⁰⁰	90 ⁰⁰
2 1/2" - 0 Mtl in Base	280 cu. y.	3 ⁰⁰	840 ⁰⁰
3 1/4" - 0 Mtl in Base 5 Stills	150 cu. y.	3 ²⁵	487 ⁵⁰
~~3 1/4" - 0 " " " 5 Stills~~			
Sprinkling	8 M-Gal.	3 ⁵⁰	28 ⁰⁰
3/4" - 0 Mtl in Binder Course	18 cu. y.	5 ⁰⁰	90 ⁰⁰
RC 3 Asphalt in Binder Course	3 tons	65 ⁰⁰	195 ⁰⁰
Class B Asphaltic Concrete	340 tons	9 ⁵⁰	3230 ⁰⁰
			<u>4960⁵⁰</u>
			<u>620⁰⁶</u>
			<u>5580.56</u>

This is included in above U.O. No. 2-2452

Note: no credit given for shoulder rock in the widening estimate.

WHP

City of Canby

INCORPORATED IN 1893
CANBY, OREGON

OFFICERS
REX EVERSOLE MAYOR
H. B. EVANS RECORDER
CURTIS JOHNSON JR. TREASURER
CARL RAINES SUPT. PUBLIC WORKS

COUNCILMEN
CHRIS KRAFT, JR., PRESIDENT
ELMER ANDERSON, SR.
JOHN WILLIAM BECK
A. L. GIROD
LARRY HILL
RALPH R. HULBERT

NOTED
W. CATTRALL

February 5-1953

John W. Cattrall, Engineer,
County & City Relations
State Highway Department
Salem, Oregon.

Refer yours
1-30-53

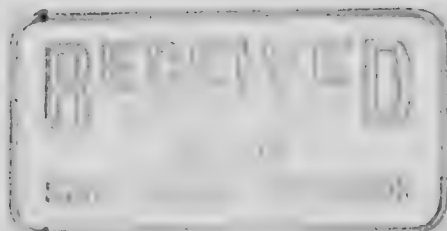
Dear Sir:

At a special meeting of the Canby City Council held
on Wednesday, February 4, and in connection with paving So. 4th.
Street from Elm to Birch, it was decided that it would be advisable
to have pavement extend to the curb.

It is understood that the City would assume liability of extra
work over and above the 20 foot strip, as proposed by the Department.

Very truly,

H. B. Evans
City Recorder



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

February 13, 1953

SUBJECT: Town of Canby

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am sending you herewith special provisions and engineer's estimate of quantities and cost covering the proposed work on South 4th Avenue in the Town of Canby. Also herewith is one roll of cross section, roll of combination map and profile on tracing cloth, and one file of computation sheets.

Yours very truly,



F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.
cc: J. W. Cattrell ✓



APPROXIMATE QUANTITIES AND COST

Item	Unit	Quantity	Allow.	Total	Cost	Amount
1. Blade Grader	Hour	20	—	20	\$12.00	\$ 240.00
2. 2-1/2" -0 Mtrl. in Base	Cu.Yd.	866	84	950	3.00	2,850.00
3. 3/4" -0 Mtrl. in Leveling Course and Shoulders	Cu.Yd.	367	33	400	3.25	1,300.00
4. Sprinkling	M.Gal.	25	—	25	4.00	100.00
5. Furn. & Place RS-s Emuls. Asphalt	Ton	13	1	14	70.00	980.00
6. 3/4" -0 Mtrl. in Binder Course	Cu.Yd.	53	2	55	6.00	330.00
7. Class "B" asph. Concrete	Ton	644	36	680	9.00	6,120.00
8. Aggregate in Seal Cont	Cu.Yd.	21	2	23	7.00	<u>161.00</u>

12-1/2% Engineering and Contingencies

\$12,081.00

1,519.00

Total Estimate of Cost

\$13,600.00

Copy.

7-21-52.

Estimating Total

S. East Street from S.W. Quarter to S.W. Second Avenue;
 S.W. Second Ave. from S. East to S. West;
 S. West from S. East to S. Second Avenue
 S. E. Second Avenue from S. Quarter to S. West Street
 a distance of approx. 0.35 miles

Each place has rock 28 inches. plus 3 inches concrete
 given to 20 mi. etc.

Black Binder	30 hours	\$12 ⁰⁰	\$360.00
2 1/2" in. base	1320 cu yds	2 ⁵⁰	3300.00
3 1/4" in. new structure	420 cu yds	3 ⁵⁰	1470.00
Spreading	52 m. gal	4 ⁰⁰	208.00
Turnout Stone 2 1/2	15 tons	7 ⁰⁰	105.00
3 1/4" in. base	410 cu yds	6 ⁰⁰	2460.00
Class B asphalt concrete	770 tons	10 ⁰⁰	7700.00
Aggregates seal bit	22 cu yds	7 ⁰⁰	154.00
			\$13,537.00

1692.13

For City information only.

300.00

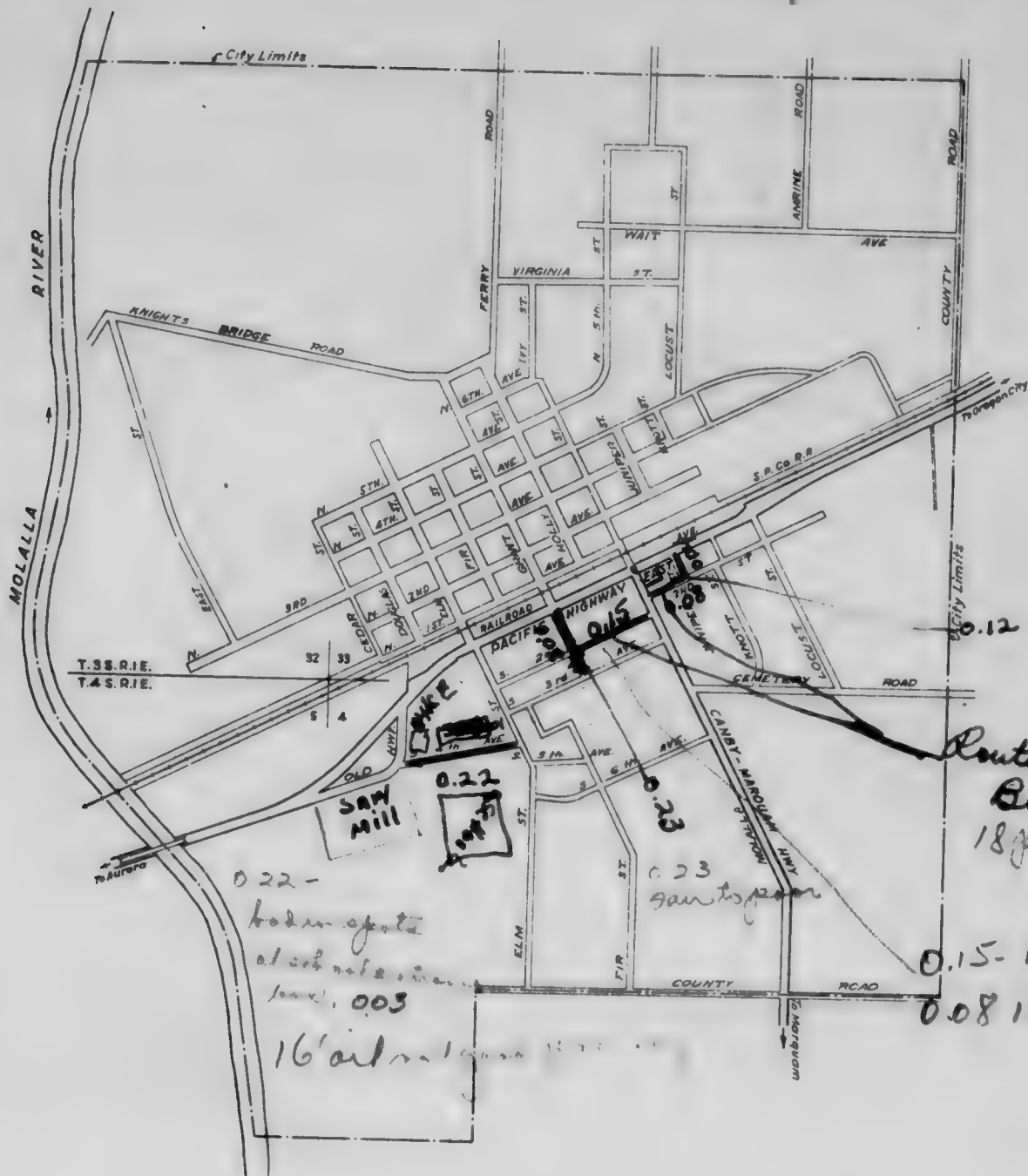
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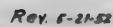
7-8-52

CANBY
Scale 0 800 1600 2400

Light oil 16' under 0.04 bad
Sediments 324' light oil 16' 0.08 fair



Scale 0 800 1600 2400
CLACKAMAS COUNTY



Barby

7-18-52

Made investigation of street sound in City Resolution
dated June 22, 1952. To be on duty from

Found that due to closing of traffic light on
97 E and Marshall Street busses are now compelled
to use East Street; E 2nd St; 2nd St and Durfee
Street to reach the stage depot. as they can no longer
use the bridge on 97 E to go. (about 18 per day average)

These streets were lightly built as residential
streets and are now breaking up due to the heavy
increased use; caused 16' in width.

South Avenue is used by school buses and
has some bad spots especially where school
buses turn to school building. Has been lightly
oiled 16' in width. There is also a small light terminal
located on S 4th and therefore is also used by several
trucks. Also saw milk hauls all over the yard.

The City engineer advised that he was present
the Council which hopes to have assistance in building
14th as this was the next step to keep street due
to the Consolidated Union High School buses and freight trucks
also some lumber trucks from saw mill on old Highway
Believed 4th yard for repair

H. H.

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND



OREGON
STATE HIGHWAY COMMISSION
SALEM

June 16, 1952

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

NOTED
J. W. CATTRALL

Mr. H. B. Evans
City Recorder
Canby, Oregon

NOTED
Harold C. Ayers

Dear Sir:

This is to acknowledge receipt of a resolution adopted by the City of Canby requesting aid from the annual \$250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1953 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM

NOTED
J. F. HAGEMANN

COMMISSIONERS
BENJ. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND



OREGON
STATE HIGHWAY COMMISSION
SALEM

June 16, 1952

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

NOTED
J. W. CATTRALL

Mr. H. B. Evans
City Recorder
Canby, Oregon

NOTED
Harold C. Ayers

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The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1953 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM

NOTED
J. F. HAGEMANN

R E S O L U T I O N

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Canby is an incorporated city of the State of Oregon, and has a population of 1673, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

So. Grant from S/W First Avenue to S/W Second Avenue _____

S/W Second Avenue from So. Grant to So. Ivy _____

So. Juniper from S/E First Avenue to S/E Second Avenue _____

S/E Second Avenue to So. Ivy _____

S/W Fourth Avenue from Elm to Birch _____

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

So. Grant from S/W First Avenue to S/W Second Avenue _____

S/W Second Avenue from So. Grant to So. Ivy _____

So. Juniper from S/E First Avenue to S/E Second Avenue _____

S/E Second Avenue to So. Ivy _____

S/W Fourth Avenue from Elm to Birch _____

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of Canby does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Elmer Anderson, Sr. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2 day of June, 1952.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

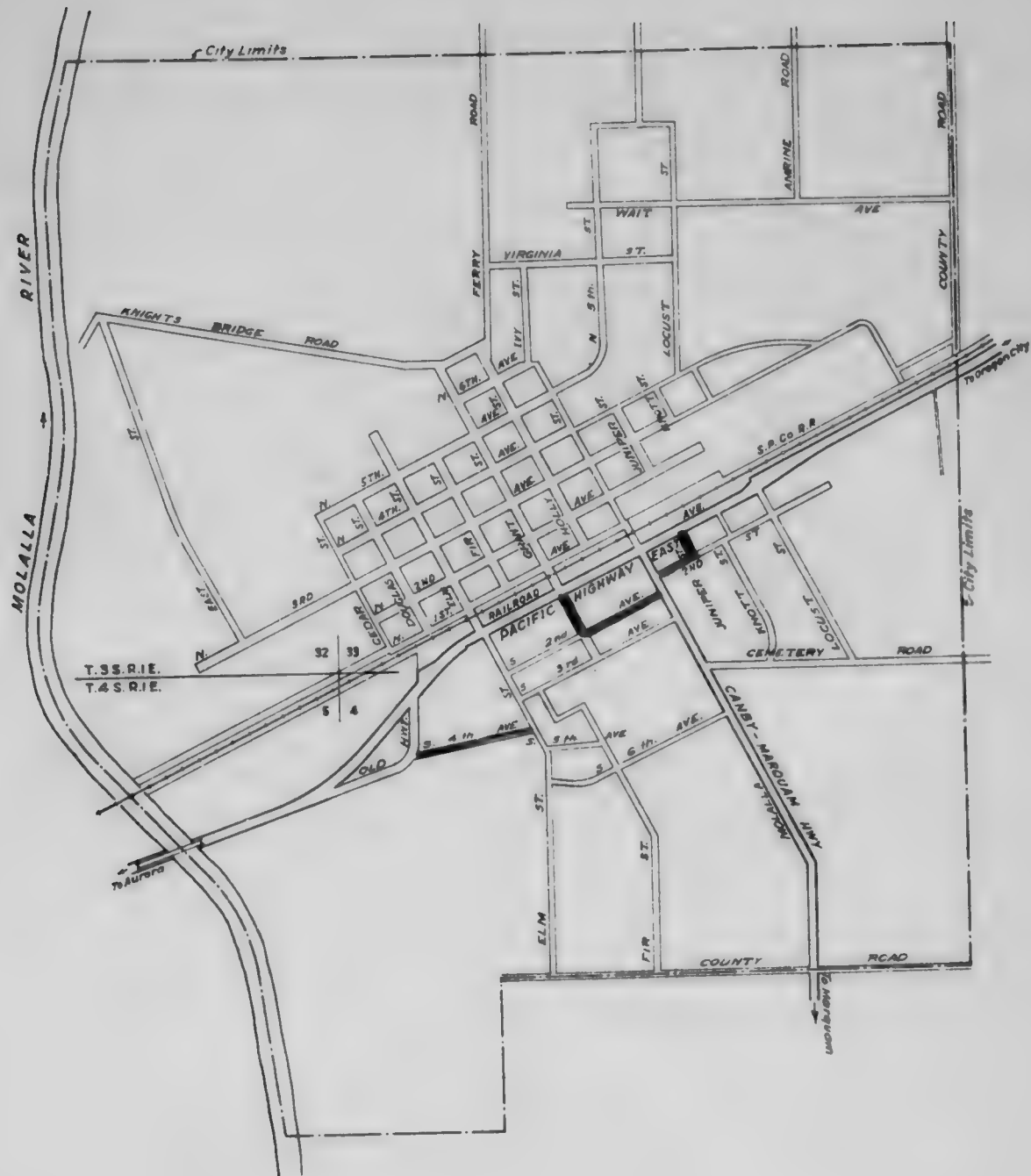
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Canby at a regular or special meeting of said council, held on the 2 day of June, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

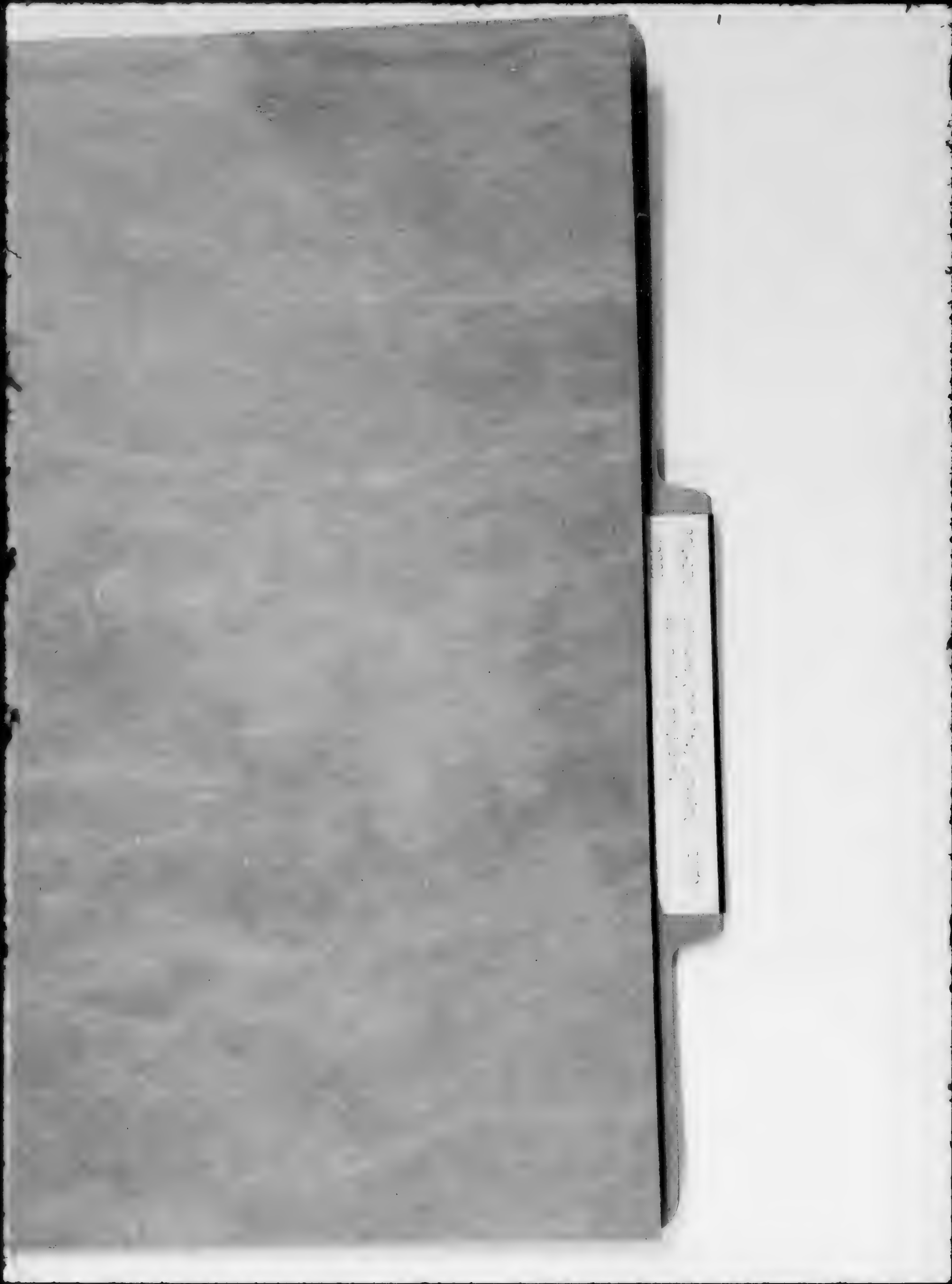
Dated this 11 day of June, 1952.

J. B. Evans
City Recorder

CANBY

Scale 0 800 1600 2400





OREGON STATE HIGHWAY DEPARTMENT
(date)

July 27, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3888

2-final

WARREN NORTHWEST, INC.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

13950

R-71823

\$ 500.00

7/24/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified Completion Date: Sep. 15, 1953

Time Extensions: None

Completion Date: June 22, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-10-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

[Signature]
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 11 1953

[Signature]

NOTED ON C.R.

8-11-53 *[Signature]*

RECEIVED
FOR FILING

3-4-17

July 15, 1953

United States Guarantee Co.
90 John Street
New York 7, N.Y.

Gentlemen:

State highway contract No. 3888 for grading and paving "D" Street in the City of Hubbard, Marion County was completed by the contractor, Warren Northwest, Inc. on June 22, 1953, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is \$3,366.09, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RM
cc - United States Guarantee Company
Rodgers Insurance Agency, Inc
803 Title & Trust Bldg.,
Portland 4, Oregon

NOTED ON CARD

7-15-53

OREGON STATE HIGHWAY DEPARTMENT

324-1705

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Completed
For Week Ending June 22, 1953, 19.....

Section Hubbard "D" St Kind of work Grading and Paving

Highway City Street Section prefix 324-1705

Contractor Warren H. W. Inc Contract number 3888

Date of contract April 8, 1953, 19..... Date of completion, 19.....

Date work started May 18, 1953, 19..... ~~Estimated~~ date of completion June 22, 1953, 19.....

Amount of contract \$ 4983.50 Per cent of time elapsed 45 %

Estimated cost of completed project, exclusive of engineering \$ 3366.09

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date \$ 479. % Date project was completed June 22, 1953, 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked blade grader and roller June 22, completing shoulders and entire job.

it is now final as of June 29

RAY WEBSTER

NOTED
CORREST COOPER

NOTED
B. A. MARTIN

Signed P P Whitmore, Res. Engineer

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.08	1.08		0.08	1.08
Miles partially completed					
Miles completed					
Total estimated quantities	20 hrs grader	500		3T	260T
Estimated quantities moved or placed to date	20 hrs	115		1.931T	256T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	1					1	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and ~~tractors~~ graders	1						
" rollers	1						

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 6 1953
FOR FILING

324-170
3888

July 3, 1953

United States Guarantee Company
90 John Street
New York 7, New York

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on Contract No. 3888 covering grading and paving on "D" Street in the city of Hubbard, Marion County. This payment in the amount of \$2,866.09 will be made to the contractor on or after July 13. The retained percentage is \$500.00.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc -

Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

Recorded on Card
M.D.

RECEIVED
MAY 7 1953
FOR FILING

224-15
3888

May 6, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, six fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3887, for grading and paving on the Canby (S. 4th Ave.) Section in Clackamas County, awarded April 8, 1953.

Contract No. 3888, for grading and paving on the Hubbard ("D" St.) Section in Marion County, awarded April 8, 1953.

Contract No. 3895, for paving on the Spring Creek Hill-Lebert Section of The Dalles-California Highway in Klamath County, awarded April 8, 1953.

Contract No. 3914, for paving on the Hayesville School-Battle Creek Junction Unit, Salem By-Pass Section of the Pacific Highway East in Marion County, awarded April 9, 1953.

Contract No. 3915, for paving on the 92nd Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, awarded April 9, 1953.

Contract No. 3920, for paving on the Sillets (Buford Avenue) Section in Lincoln County, awarded April 14, 1953.

Copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

21
encls.

RECEIVED
FOR FILING

324-1765

April 10, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contracts Nos. 3887 and 3893 for grading and paving South Fourth Avenue in the city of Canby, Clackamas County, and the grading and paving of "D" Street in Hubbard, Marion County. These awards were based on your bids of \$10,620.00 and \$4,983.50 respectively, which made a total low combination bid of \$15,603.50. Bids on these projects were submitted to the Commission on April 8, 1953.

I enclose for your immediate information a copy of the proposal forms which contain the specifications and special provisions pertaining to these jobs which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Blaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl
cc

H. G. Smith
C. H. Probert
W. M. Franzwa SIAC

RECEIVED

FOR FILING

Jan 10 1953
1000000000
1000000000

April 6, 1953

Mr. Edward F. Kelley, City Recorder
City Hall
Hubbard, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Hubbard covering the improvement of "D" Street from The Pacific Highway East to Second Street, a distance of approximately 0.09 mile, in connection with the \$250,000 Special City Allotment Fund.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 1

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Salem, Oregon
March 13, 1953

Mr. S. H. Probert
Office Engineer

Attention: Mr. Virgil O'Neill

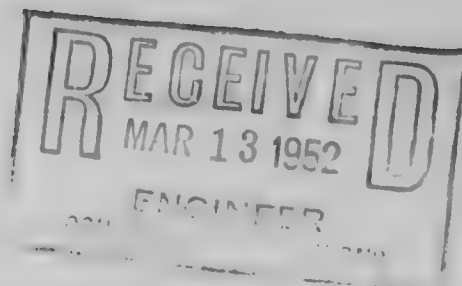
I hand you herewith the data on the City Allotment project in Hubbard. I have looked over the data and find it to be consistent with that approved by the Commission and within the money allocated.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

cc: Mr. E. Pease

NOTED
J. F. HAGEMANN



3-7-52

R E S O L U T I O N

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

and
WHEREAS, the City of HUBBARD, OREGON is an incorporated city
of the State of Oregon, and has a population of Approx. 500, as given by the
latest official census, and ⁴⁹³ 491 State cen.
We have never received official census. Have been informed 491 State cen.
was 501 several years ago.

WHEREAS, the following streets of said city, "D" Street from
Second Street to Highway 99E. affording the safest street for
entrance to and exit from the main portion of Hubbard, Oregon and
which connects with Highway leading to the Boones' Ferry Road.
The City of Hubbard having completed a good Oil surfaced road from
Second street westerly to the City limits on the westerly end of
said Highway, from tax funds.

are not a part or parts of the state highway system, but are streets of said city
which are "receiving excessive wear through sudden increase in population in the
area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, recon-
ditioning and other major improvement, and such city is without necessary funds
with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special
session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,
"D" Street from Second street Easterly to Highway 99E. Should be
Black top pavement, the City has spent considerable sums on this
street for gravel and grading for many years. A large number of
trucks and utility use this entrance as it connects up to Third
street and affords a direct route in to the main part of the City
of Woodburn, there by saving considerable in distance to Woodburn.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of dis-
repair, by reason of a sudden increase in population in the area, or because of ex-
cessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of Hubbard does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Mr. C. M. Crillenden as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7th. day of MARCH ~~February~~, 19 52.

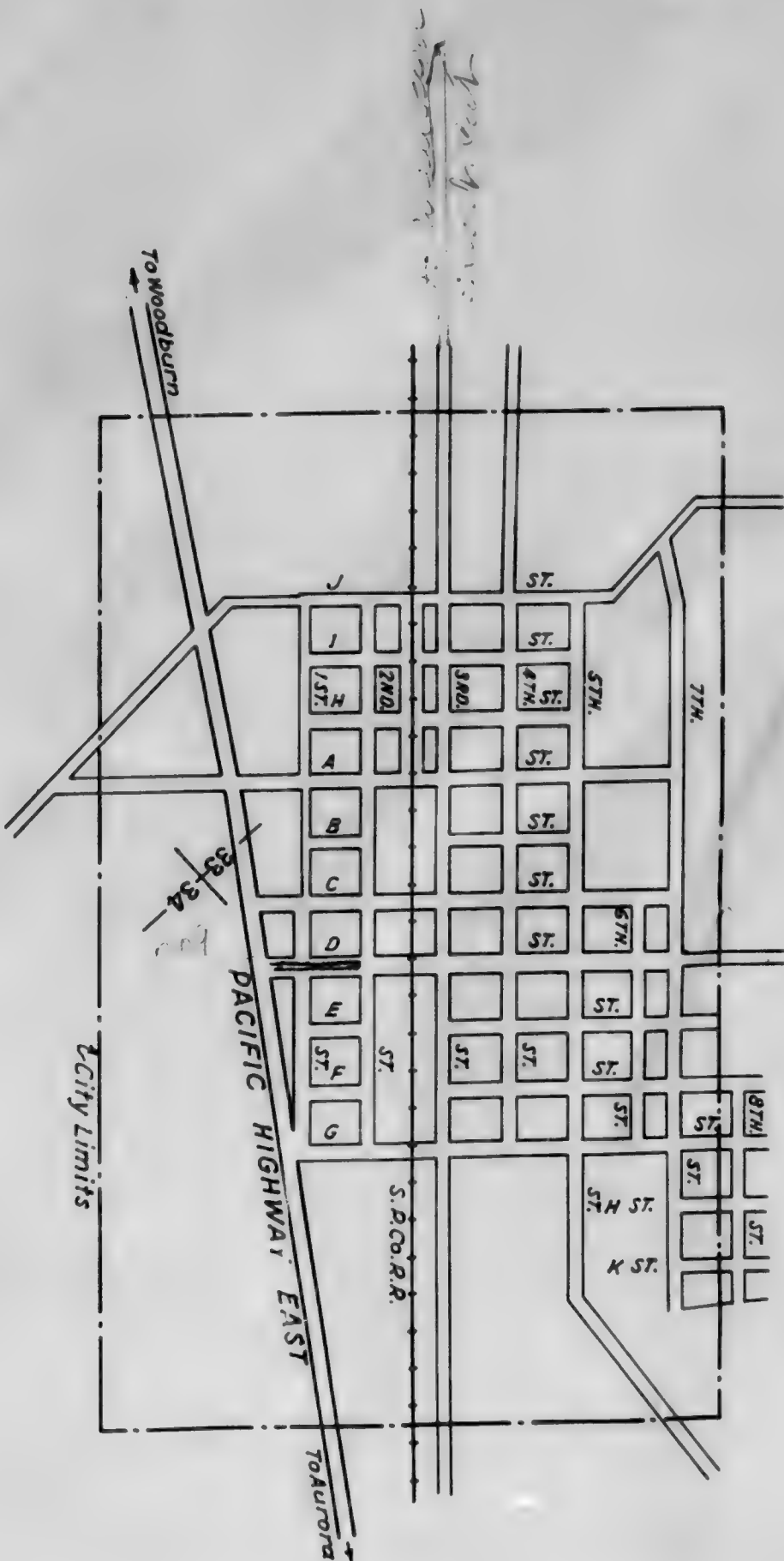
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Hubbard at a regular or special meeting of said council, held on the 7th. day of MARCH ~~February~~, 19 52, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 7th. day of MARCH ~~February~~, 19 52.

Edward J. Keller
City Recorder

Scale 1"=800'



Hubbard



50-139

"D" Street from R.R. looking to 99 E
10-31-50

S-213(17) Nehalem River Bridge 1953
#3889

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

5-213 (17)
3189

For Week Ending July 21, 1956

Section Nehalem River (Vine Maple) Bridge Kind of work Bridge, Grading & Stone Base
 Highway Fishhawk Falls Section prefix 104-1072
 Contractor _____ Contract number _____
 Date of contract _____, 19____ Date of completion May 31, 1957
 Date work started _____, 19____ Estimated date of completion May 31, 1957
 Project authorization \$ _____ Per cent of time elapsed _____ %
 Exclusive of Engineering \$ _____
 Estimated cost of completed project, exclusive of engineering \$ _____
 Estimated per cent overrun or underrun %
 Per cent of contract completed, based on total contract price %
 Engineering authorization \$ _____
 Engineering cost to date \$ _____, _____ % Date project was completed _____, 19____

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sub contractor worked four days this week clearing and grubbing.



NOTED
FORWARDED

NOTED
Li H. Young

NOTED
R. D. ASBURY

Signed E. J. Bell
 Address P.O. Box 543 Astoria

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.40	0.40			
Miles partially completed	-				
Miles completed	-				
Total estimated quantities (contract)	15,000 C.Y.	4,000 C.Y.			
Total quantities corrected to date	15,000 C.Y.	4,100 C.Y.			
Estimated quantities moved or placed to date	-				
Average daily quantities	-				
Average daily quantities necessary to complete project on time	-				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Men and trucks over 3 tons 1

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors 1

Equipment used during week: Shovels _____, Power graders _____, Rollers _____, Mixers _____, Crushing or screening plants _____

Compressors _____, Bulldozers 1, Compaction rollers _____, _____, _____, _____

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday			

0310.4

4109 4 1

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
May 20, 1954

(CONTRACT NO.) 3887

(EST. NO.)

(CONTRACTOR)

3889

10-final

LARSON CONSTR. CO.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

9758

R-94630

\$ 14,743.62

May 20, 1954

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: April 7, 1954

Date Accepted: May 11, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-24-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By *Floyd Querry*
Assistant Secretary

Warrant Mailed:

5-24-54, 38

RECEIVED
MAY 13 1954
FOR FILING

May 13, 1954

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

State Highway Contract No. 3889 for construction of the Nehalem River Bridge on the Nehalem Highway in Clatsop County was completed by the contractor, Larson Construction Co., on April 7 and was formally accepted by the Highway Commission on May 11, 1954.

Final payment in the amount of \$14,743.62 will be released to the contractor on or after May 24, 1954. The total contract amount is \$133,505.18, of which amount \$49.01 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Olaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Martin Knutsen & Son
189 12th St.
Astoria, Oregon

NOTED ON CARD

5-13-54, 5

OFFICE PHONE
844

RESIDENCE PHONE
1825

LARSON CONSTRUCTION CO.

32ND STREET AND FRANKLIN AVENUE

P. O. BOX 120

ASTORIA, OREGON

December 22, 1953

Elk Mountain Tree Farm
1101 U. S. National Bank building
Portland 4, Oregon

Gentlemen:

Your letter of December 21, 1953, was received today. In answering your comments we wish to state that we subcontracted the rock work to Koppisch Construction Co. The total amount of base rock paid for on our Estimate No. 5 was 5,650 yards, which came from your quarry. There was also 753 yards of 3/4"-0" crushed rock for topping, allowed on this estimate, which was purchased from Jed Wilson, of Seaside. Possibly this is where you received the information that there was more rock taken than reported by ourselves.

Koppisch Construction Co. made the arrangements with you on the rock and the sales slips for delivery, and they have requested that we pay you direct.

We hope that this letter clarifies the situation, and we have requested Koppisch Construction Co. to mail you the sales slips.

Very truly yours,

LARSON CONSTRUCTION CO.

By

R. C. Larson

/mp

Copies:

American Casualty Co., 607 Washington St., Reading, Pa.

Oregon State Highway Dept., Salem, Oregon
Attention of Mr. H. E. Glasier, Sec'y.

NOTED
F. QUERY

noted,
gl

12-23-53, gl

#1101 U. S. National Bank Bldg.,
Portland, 4, Ore.

December 21st, 1953

Larson Construction Co.,
P. O. Box 120,
Astoria, Oregon.

Gentlemen:

We have your letter of December 19th enclosing check for \$282.50 covering 5,650 yards of rock used on Highway contract #3889. You state this is for full payment but do not enclose the copies of slips covering deliveries as received on the job by the State Highway Department. You told us you would do this when we were arranging the deal.

As a matter of fact the yardage you have paid for falls short of what the State reported to us you had been credited with. This figure was 6500 yards.

Yours very truly,

ELK MOUNTAIN TRAIL FARM
Edmund Hayes
Robert H. Hayes

By _____

RHM:h

Copies to
American Casualty Co.,
607 Washington St.,
Reading, Penna.

Oregon State Highway Dept.,
Salem, Oregon.

Attention of Mr. H. B. Glasier, Secy. ✓

NOTED
F. QUERY

REFERRED TO
BY SECRETARY

(just when I thought it was lapped)

RECEIVED

12-21-53, 9

RECEIVED
DEC 22 1953
FOR FILING

12-21-53 (17)
3889

December 21, 1953

Elk Mountain Tree Farm
1101 U. S. National Bank Building
Portland 4, Oregon

Gentlemen:

It has been called to our attention that your claim against Koppisch Construction Company for rock secured by them from your quarry has been paid.

We received a letter from you on December 9 concerning material furnished on State Highway Contract No. 3889. Will you please advise if this claim has been satisfied so that we may clear our records.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

12-21-53

LARSON CONSTRUCTION CO.
P. O. Box 120
Astoria, Oregon

December 19, 1953

Noyes & Hayes
Elk Mountain Tree Farm
1101 U. S. National Bank Building
Portland 4, Oregon

Gentlemen:

Attached find our check No. 4883 in the amount of \$282.50 to cover 5,650 yards of base rock at 5¢ per yard. This material was secured by Koppisch Construction Co., for use on our State Highway Contract No. 3889, Nehalem River Bridge Construction.

This check represents payment in full for all yardage used on the above mentioned contract to date.

Encl.

Very truly yours,

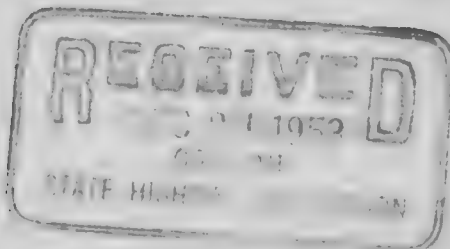
LARSON CONSTRUCTION CO.

By

E. B. Longquist

EWB/np

c.c.: American Casualty Co., 607 Washington Street, Reading, Pa.
Oregon State Highway Dept., Salem, Oreg. (Att. H. B. Glainger, Sec'y.)
Koppisch Construction Co., P. O. Box 327, Astoria, Oregon



RECEIVED
DEC 16 1953
FOR FILING

Lewis

December 15, 1953

Elk Mountain Tree Farm
1101 U. S. National Bank Building
Portland 4, Oregon

Attention: Mr. R. H. Noyes

Subject: Contract No. 3889
Larson Construction Co.

Gentlemen:

This is in reply to your letter of December 9 concerning your claim against Koppisch Construction Company for rock furnished to them from your quarry. The principal contractor on this job is the Larson Construction Company, Post Office Box 120, Astoria, and the Koppisch Construction Company was probably acting as a subcontractor. The job is not scheduled for completion until June 30, 1954. The Bridge Department has told us that up to November 10, 1953, their records showed that 6,500 cubic yards of coarse rock had been used on the contract plus 875 cubic yards of other rock. It is not known at this time whether this is a final payment or not.

We suggest that you contact the principal contractor, Larson Construction Company, and if satisfactory arrangements cannot be reached with them, that you notify the surety of your claim. The American Casualty Company through Martin Knutsen and Son, 189 12th Street, Astoria, furnished the bond for this contract which assures completion of the contract and payment of bills incurred on it.

If you feel it necessary to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it might be well to file your claim with the Secretary of State. For your convenience in preparing this filing we have attached an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

12-15-53

OFFICE
1101 U. S. NATIONAL BANK BUILDING
PORTLAND 4, OREGON

December 9th, 1953

State Highway Commission,
Salem, Oregon.

Gentlemen:

The Koppisch Construction Co., P. O. Box 327, Astoria, got permission from us to use rock from our quarry at Mile Post 16.65 on Oregon Highway #202, to be used on State Highway Contract #3889. Koppisch were to pay us 5¢ per yard based on tickets issued to them at time and place of delivery.

They started to haul rock July 26th or thereabouts and promised payment by the middle of August.

We cannot get any answer to our letters nor has any payment been received.

Can you advise us the amount of rock received and whether there is anyway we can get payments that are due?

Yours very truly,

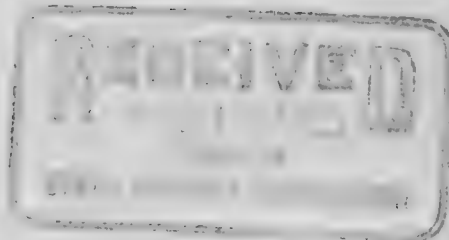
ELK MOUNTAIN TREE FARM

By

R. W. Hayes

6500
P. O. Box
875 other
to 11-10-53
may not be final

REFERRED TO
BY SECRETARY



12-9-53

RECEIVED
DEC 16 1953
FOR FILING

Lewis

6-21-61
3711

December 15, 1953

American Casualty Company
607 Washington Street
Reading Pennsylvania

Gentlemen:

We have received a letter from the Elk Mountain Tree Farm whose address is given as 1101 U. S. National Bank Building, Portland 4, advising that they have a claim against Koppisch Construction Company for rock secured from their quarry which was to be paid for at the rate of 5¢ per cubic yard. No amount is given as to the quantity of rock furnished. This rock, they state, was furnished on State Highway Contract No. 3889 which was awarded to Larson Construction Company for construction of a bridge over the Nehalem River on the Nehalem Secondary Highway in Clatsop County. Apparently, the Koppisch Construction Company was acting as a subcontractor on this job. They state further that the rock hauled was started about July 26, 1953.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Martin Knutsen & Son
189 Twelfth Street
Astoria, Oregon

Larson Construction Company
P. O. Box 120
Astoria, Oregon

NOTED ON CARD

12-15-53

C. 118

State

Oregon

Federal Aid Secondary

Project No. 8-213(17)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of July, 1953,
by and between The Oregon State Highway Commission

_____, constituting
_____,
Oregon
for the purpose hereof, the Highway Department of the State of _____
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public
Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the
act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary
thereto:

Whereas the Highway Department of said State submitted on the 20th day
of January, 1953, a program, which was approved on
the 10th day of February 10, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the admin-
istration of the act, has furnished surveys, plans, specifications, and/or estimates for said project
which were recommended for approval by the District Engineer of the Bureau of Public Roads on
the 24th day of March, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans,
specifications, and/or estimates, and the sum of ninety-six thousand and 00/100

dollars (\$ 96,000.00) as the share of the United States payable under said act on account of said
project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost
thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully per-
formed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby
mutually agree as follows:

R. 11

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529,
Laws 1939. (Include date and citation of

act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 64+00 in the NE 1/4, Section 6, T. 5 N., R. 6 W., W.M.,
and survey station 97+70.22 in the NW 1/4, Section 5, T. 5 N., R. 6 W., W.M.,
without exception.

_____ , length 0.638 miles, in Clatsop County,
being Oregon Federal Aid / Secondary project No. S-213(17) , consisting of 0.581 miles of
roadway and one bridges ~~each~~ of more than 20 feet clear span, 0.057 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ninety-six thousand and 00/100 dollars (\$ 96,000.00), which does not exceed the authorized Federal pro rata share of one hundred fifty-five thousand, five hundred thirty-seven and 80/100 dollars (\$ 155,537.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.
The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

W. S. Seaman
SECRETARY

OK. *H. H. Hillis*

OREGON STATE HIGHWAY COMMISSION

(omitted title of Highway Department)

By *B. R. Dondler*

Chairman, State Highway Commission
(Title of officer)

By *Charles H. Reynolds*

Member, State Highway Commission
(Title of officer)

By *M. F. McInerney*

Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

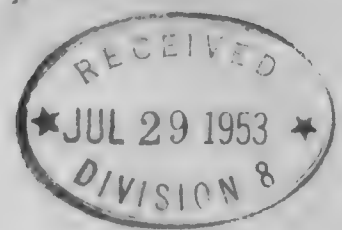
By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By *A. J. Smith*

Acting Division Engineer,
Bureau of Public Roads.



NEHALEM RIVER BRIDGE (M.P. 30.7) SECTION
OF THE NEHALEM RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1953

Type Code 2011Roadway (Sta. 64+00 to Sta. 81+85) (Sta. 84+85 to Sta. 97+70.22)
(Contract No. 3889)

All Required	Clearing and Grubbing		\$ 4,040.00
50 Cu. Yds.	Structural Excavation, Unclassified	\$ 3.00	150.00
60 Cu. Yds.	Trench Excavation, Unclassified	3.00	180.00
51,000 Cu. Yds.	General Excavation, Unclassified	0.28	14,280.00
165,000 Yd. Stas.	Short Overhaul	0.02	3,300.00
650 C-Yd. Stas.	Long Overhaul	0.50	325.00
0.58 Mile	Finishing Roadbed and Slopes	600.00	348.00
1,700 Lin. Ft.	Rounding Outbanks	0.20	340.00
120 Lin. Ft.	12-inch Concrete Pipe	2.00	240.00
60 Lin. Ft.	18-inch Concrete Pipe	4.00	240.00
6,700 Cu. Yds.	Coarse Material in Base	1.95	13,065.00
900 Cu. Yds.	3/4" - 0 Material in Base	4.25	3,825.00
150 M-Gals.	Sprinkling	3.00	450.00
6,000 Gals.	SS-1 Emulsified Asphalt in Sprinkling	0.30	1,800.00
	Subtotal		\$ 42,583.00
	10% Engr. & Cont.		4,258.30
	Total		\$ 46,841.30

Type Code X021Nehalem River Bridge (M.P. 30.7) (Sta. 81+85 to Sta. 84+85) (Contract No. 3889)

All Required	Shoring, Cribbing, Etc.		\$ 12,000.00
660 Cu. Yds.	Excavation for Structure	\$ 8.00	5,280.00
10 Cu. Yds.	Structural Excavation Below Elevation Shown	20.00	200.00
760 Lin. Ft.	Furnish Treated Piling	1.75	1,330.00
24 Only	Drive Piles	50.00	1,200.00
810 Cu. Yds.	Class "A" Concrete	67.50	54,675.00
183,000 Lbs.	Metal Reinforcement	0.11	20,130.00
All Required	Remove Old Bridge		4,000.00
	Subtotal		\$ 98,815.00
	10% Engr. & Cont.		9,881.50
	Total		\$108,696.50

Length of Roadway 0.581 Mile
 Length of Structure 0.057 Mile
 Total Length 0.638 Mile
 Cost of Roadway per Mile \$80,621.85

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway	\$ 46,041.30	\$28,911.00	\$17,930.30
Structure	<u>108,696.50</u>	<u>67,089.00</u>	<u>41,607.50</u>
	\$155,537.80	\$96,000.00	\$59,537.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap 529,
 laws 1939.
 State Funds for Maintenance: Chap. 529, laws 1939.

NEHALEM RIVER BRIDGE (A.P. 30.7) SECTION
OF THE NEHALEM RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 18, 1953

Type Code 2010Roadway (Sta. 64+00 to Sta. 81+85) (Sta. 84+85 to Sta. 97+70.22)

All Required	Clearing and Grubbing		\$ 2,500.00
50 cu.yds.	Structural Excavation, Unclassified	\$ 3.00	150.00
60 cu.yds.	Trench Excavation, Unclassified	2.50	150.00
51,000 cu.yds.	General Excavation, Unclassified	0.50	25,500.00
165,000 yd.stas.	Short Overhaul	0.02	3,300.00
650 C-yd.stas.	Long Overhaul	0.50	325.00
0.58 mile	Finishing Roadbed and Slopes	800.00	464.00
1,700 lin.ft.	Rounding Cutbanks	0.20	340.00
120 lin.ft.	12-inch Concrete Pipe	2.25	270.00
60 lin.ft.	18-inch Concrete Pipe	3.50	210.00
6,700 cu.yds.	Coarse Material in Base	2.50	16,750.00
900 cu.yds.	3/4" - 0 Material in Base	3.75	3,375.00
150 M-gals.	Sprinkling	3.00	450.00
6,000 gals.	SS-1 Emulsified Asphalt in Sprinkling	0.25	1,500.00
	Subtotal		\$ 55,284.00
	10% Engr. & Cont.		5,528.40
	Total		\$ 60,812.40

Type Code 1021Nehalem River Bridge (A.P. 30.7) (Sta. 81+85 to Sta. 84+85)

All Required	Shoring, Cribbing, Etc.		\$ 7,500.00
660 cu.yds.	Excavation for Structure	\$ 8.00	5,280.00
10 cu.yds.	Structural Excavation Below Elevation Shown	10.00	100.00
760 lin.ft.	Furnish Treated Piling	1.50	1,140.00
24 only	Drive Piles	65.00	1,560.00
810 cu.yds.	Class "A" Concrete	70.00	56,700.00
183,000 lbs.	Metal Reinforcement	0.11	20,130.00
All Required	Remove Old Bridge		5,000.00
	Subtotal		\$97,410.00
	10% Engr. & Cont.		9,741.00
	Total		\$107,151.00

Length of Roadway	0.581 Mile
Length of Structure	0.057 Mile
Total Length	0.638 Mile
Cost of Roadway per Mile	\$104,668.50

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway	\$ 60,812.40	\$35,481.00	\$25,331.40
Structure	<u>107,151.00</u>	<u>62,519.00</u>	<u>44,632.00</u>
	\$167,963.40	\$98,000.00	\$69,963.40

RECEIVED
MAY 15 1953
FOR FILING

15/11
3889

May 14, 1953

Larson Construction Co.
P. O. Box 120
Astoria, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3889, which was awarded to you on April 8, 1953 by the State Highway Commission, covering Nehalem River Bridge on the Nehalem Highway in Clatsop County. This copy is for your files.

An executed copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
FOR FILING
FORM E-30 25M 6-51 49713

Comd
Bridges
Ken

File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 14, 1952

SUBJECT:

To:

Mr. W. C. Williams
Asst. State Highway Engineer
Office

Dear Sir:

Mr. MacIntyre, county roadmaster of Washington County, called on me a few days ago and asked that I go over with him the matter of replacing the Nehalem River Bridge on a county road at Timber in Washington County. I went over the survey with him and made a recommendation as to the type of structure which would serve at this location. I now have the attached letter from the Washington County Court requesting that we prepare the design. Unless you have some objection, we will proceed with this work.

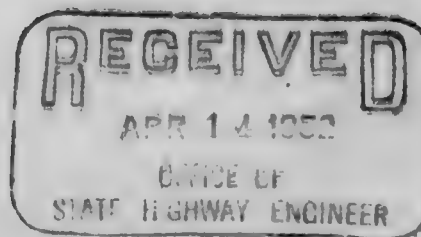
Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

Attached

NOTE
W. C. WILLIAMS



OFFICE OF
COUNTY ROADMASTER
WASHINGTON COUNTY
Hillsboro, Oregon

April 10, 1952

C
O
P
Y

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: Mr. Paxton

Dear Sir:

It is requested that your bridge department prepare plans for a concrete bridge structure to be built over the Nehalem River at Timber.

It is planned that this bridge be a three span re-enforced concrete structure, 100 feet total length with a 26 foot roadway and sidewalk.

This is a recommendation of your chief bridge Engineer, Mr. G. S. Paxton.

(sgd) Harry M. Seabold

Harry M. Seabold, Judge

(sgd) Jas. Lewis

Jas. Lewis, Commissioner

(sgd) H. R. Johnson

H. R. Johnson, Commissioner

RECEIVED
APR 11 1953
FOR FILING

C-11-111
3-1-7

April 10, 1953

Larson Construction Co.
P. O. Box 120
Astoria, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contract No. 3889 for construction of a bridge over the Nehalem River on the Nehalem Highway in Clatsop County. This award was based on your bid of \$141,398.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY

By

Floyd Query, Acting Secretary

el
encl
cc

H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa SIAC

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Conrad
Fed Aid
Project S-213(17)

April 9, 1953

Mr. R. H. Baldeck
State Highway Engineer
Salem, Oregon

Dear Sir:

This letter will confirm for the record our previous verbal notification that the request for approval of individual project program change in Item 191, Project S-213(17) submitted under date of February 24, 1953 was approved as of March 5, 1953.

Approval is with the understanding that prior to starting work or concurrence in award of contract, a request will be submitted and approved increasing the Federal funds to the full pro rata or the State agrees to accept the present Federal financing as a firm commitment.

Very truly yours,

C. G. POLK
District Engineer

By *R. E. McMullen*

R. E. McMULLEN
Program and Planning Engineer

NOTED
C. G. POLK



File

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

Case 1
OREGON DISTRICT
Sub. 1
100-100
100-100

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

P. S. and E. documents for Oregon Project S-213(17), Nehalem River Bridge Section of the Nehalem Highway, have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Our recommendation for approval is with the understanding that the private road at station 66 be constructed without Federal participation.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer



6-1604 Coos Bay Traffic Signals 1953
#3890

OREGON STATE HIGHWAY DEPARTMENT

(date)

July 31, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3890

1-final

TROWBRIDGE & FLYNN ELEC. CO.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

14828

R-72720

\$ 3,640.00

7/30/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified Completion Date: June 30, 1953

Time Extensions: None

Completion Date: June 30, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-10-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

[Signature]
H. B. Glaisyer
Secretary

Warrant Mailed:

AUG 11 1953

[Signature]

8-11-53

RECEIVED

FOR FILING

10-1614
5-1-70

July 20, 1953

General Casualty Company of America
Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

Gentlemen:

State Highway Contract No. 3890 for installing traffic signal at Coos Bay on the Empire-Coos Bay Highway, Coos County, was completed by the contractor, Trowbridge & Flynn Electric Co., on June 30, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$3,640.00 will be released to the contractor after acceptance by the Commission. The total contract amount is \$3,640.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl.

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

7-20-53

RECEIVED
MAY 15 1953
FOR FILING

6-10-4
2890

May 14, 1953

Trowbridge & Flynn Electric Co.
214 West Main St.
Medford, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3890, which was awarded to you on April 8, 1953 by the State Highway Commission, for installing traffic signal on the Empire-Coos Bay Highway in Coos Bay.

We are also sending an executed copy of the above contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
APR 10 1953
FOR FILING

6-11-11
3790

April 10, 1953

Trowbridge & Flynn Electric Co.
214 West Main Street
Medford, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contract No. 3890 for the installation of traffic signals on the Empire-Coos Bay Highway in Coos Bay, Coos County. This award was based on your bid of \$3,640.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl
cc

H. G. Smith
S. H. Probert
G. S. Pansen
W. M. Franawa SIAC

RECEIVED
FOR FILING
FORM 8-302 25M 11-30 44702

Want
Traffic
Lights

Coos Bay

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1953

SUBJECT:

To: Mr. Tom Edwards,
Division Engineer

Mr. F. B. Crandall,
Traffic Engineer

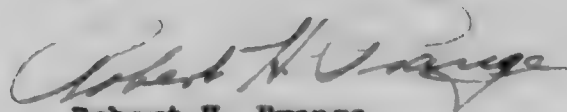
Herewith a conformed copy of an agreement covering the traffic signal installations at the intersection of Central Avenue and 4th Street in Coos Bay.

Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Coos Bay	1
County and City Relations	1
Division No. 3	1
Traffic	1

John W. Cattrall
Engineer, County and City Relations

By


Robert H. Prange
Office Engineer

RHP:MM
Encl.

cc: Mr. G. C. Hester

RECEIVED
JAN 28 1953
FOR FILING

<i>Mount</i>
<i>Traffic</i>
<i>Lights</i>

January 27, 1953

Coos Bay

H. Oscar Gulovsen, City Recorder
City Hall
Coos Bay, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Coos Bay covering the proposed traffic signal installation at the intersection of Central Avenue (Empire-Coos Bay Highway) and 4th Street in Coos Bay.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
enc. 1

RECEIVED
MAR 6 1953
FOR FILING

MISC. CONTRACTS
AGREEMENTS No. 142

A 7

Salem, Oregon
January 27, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Coos Bay covering the proposed traffic signal installation at the intersection of Central Avenue (Empire-Coos Bay Highway) and 4th Street in Coos Bay.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder of Coos Bay.

Yours very truly,

Secretary

rn
Attach: 1

REFERRED TO
[Signature]

OFFICE COPY

RECEIVED
JAN 15 1953
FOR FILING

Maint
Traffic
Signs

Salem, Oregon
January 15, 1953

Mr. W. C. Williams
Asst. Highway Engineer
Building

Dear Mr. Williams:

We have in this office a check from the City of Coos Bay in the amount of \$2,000 as the City's share of one-half the estimated cost of signals at the intersection of Central Avenue and Fourth Street in Coos Bay.

We also have a check from the City of Roseburg in the sum of \$5,000 for one-half the estimated cost of the proposed signal installation including extra cost for poles and transformer bases in the city of Roseburg.

These checks are being forwarded to the Advance Deposits Account in the Accounting Division.

Very truly yours

Secretary

FAQ:md 1/4

cc - Mr. F. B. Crandall

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 15, 1953

AGENDA

JAN 21, 1953

A

SUBJECT: Assignment No. 3920

To: Mr. W. C. Williams
OFFICE

REFERRED TO

Glaisyer
By Asst. Chief Engineer

Attached are three copies of an agreement covering the proposed traffic signal installation at the intersection of Central Avenue (Empire-Coos Bay Highway) and 4th Street in Coos Bay. Two copies of this agreement have been signed by the proper city officials and are now ready for presentation to the Commission.

The City's advance deposit in the amount of \$2,000 has been received and transferred to Mr. Glaisyer.

This completes Assignment No. 3920.

John W. Cattrall
Engineer, County and City Relations

AUTHORIZED BY HIGHWAY COMMISSION

By

DATE Oct. 20, 1952 minute page 13

[Signature]

[Signature]

Robert H. Prange
Office Engineer

RHP:MM
Att.

NOTED
W. C. WILLIAMS

2 copies to be signed

[Faint rectangular stamp]

A

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

January 14, 1953

Salem, Oregon

SUBJECT:

To: Mr. H. B. Glaisyer
OFFICE

Herewith two checks representing advance deposits on traffic signal installations:

Certified Check No. 34487 in the amount of \$5,000 from the City of Roseburg -- \$4,500 for the City's share of one half the estimated cost of the proposed traffic signal installation and \$500 for payment of the added cost of extra length poles and transformer bases. The traffic signals are to be installed on Stephens Street (U. S. 99).

Check No. 6042 in the amount of \$2,000 from the City of Coos Bay represents the City's share of one half the estimated cost of traffic signal installation at the intersection of Central Avenue and Fourth Street in Coos Bay.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM

Encl.

cc: Mr. C. H. Maison

REFERRED TO
BY SECRETARY

RECEIVED
FOR FILING

FORM E-20 20M 9-51 92815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

maint
Traffic
Lights
Coos Bay

Salem, Oregon
January 15, 1953

SUBJECT:

To: Mr. W. C. Williams
Asst. Highway Engineer
Building

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

We have in this office a check from the City of Coos Bay in the amount of \$2,000 as the City's share of one-half the estimated cost of signals at the intersection of Central Avenue and Fourth Street in Coos Bay.

We also have a check from the City of Roseburg in the sum of \$5,000 for one-half the estimated cost of the proposed signal installation including extra cost for poles and transformer bases in the city of Roseburg.

These checks are being forwarded to the Advance Deposits Account in the Accounting Division.

Very truly yours



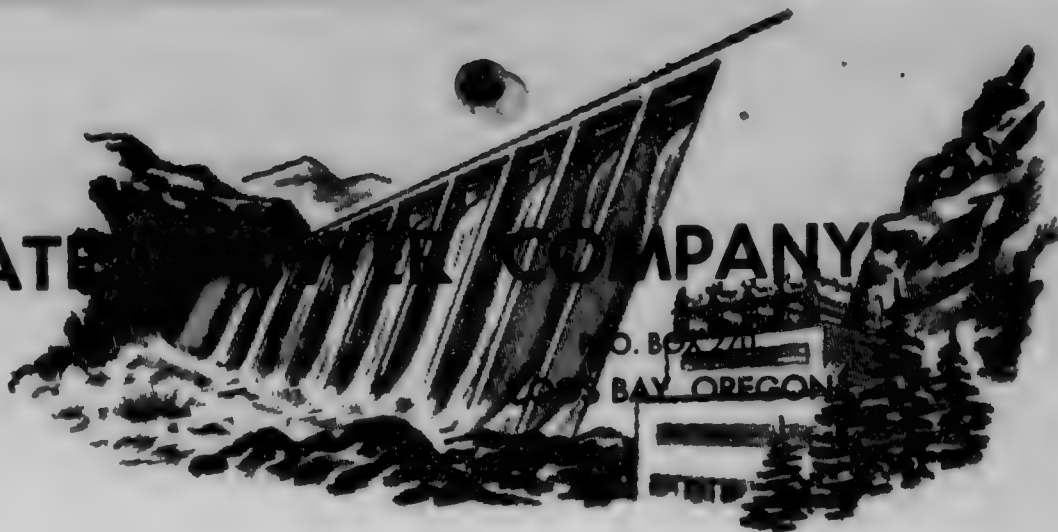
Secretary

FAL:md 1/4

cc - Mr. F. B. Crandall

RECEIVED

MOUNTAIN STATES POWER COMPANY



January 13, 1953

The Mayor and Council
City of Coos Bay
Coos Bay, Oregon

Gentlemen:

The Oregon State Highway Department's request that a letter from the Mountain States Power Company granting the use of certain poles from 4th and Central to Anderson and Broadway is necessary before they can proceed with the installation of traffic signals at certain intersections.

This permission is granted with the understanding that the installation of the signals shall comply with all legal and good engineering requirements, and at the risk and responsibility of the City of Coos Bay.

Yours very truly
MOUNTAIN STATES POWER COMPANY

J. W. Asplund, Division Manager
Coos Bay Division

JWA:vc

No. 3920
By

ASSIGNMENT

Date: January 23, 1952

Description: Letter of December 22 and six copies of agreement between State and City of Coos Bay re installation of traffic signals at intersection of Central Avenue and 4th Street in Coos Bay

Acknowledged by _____ Referred to Catrrall _____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____

PLEASE RETURN TO signature
W. C. WILLIAMS

Assignment executed 1-15-53 Report received _____

Remarks: one Please secure signatures of city officials.

REFERRED TO

John Catrrall

By W. W. STIFFLER

NT

ement
3912

W. C. WILLIAMS

Returned herewith are six copies of a State-City Agreement covering the installation of traffic signals at the intersection of Central Avenue and 4th Street in the City of Coos Bay. These agreements have been checked, found correct and may be handed to Mr. Catrrall for submission to the City.

Your attention is drawn to the fact that we plan to let this installation contract at the January meeting of the Commission.

J. Al Head
Assistant Traffic Engineer

VJ:mm
Attachments

REFERRED TO

John Cattrall
By W. W. STIFFLER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 22, 1952

SUBJECT: State-City Agreement
Assignment WCW-3912

To: W. C. Williams
Assistant State Highway Engineer

PLEASE RETURN TO
W. C. WILLIAMS

Returned herewith are six copies of a State-City Agreement covering the installation of traffic signals at the intersection of Central Avenue and 4th Street in the City of Coos Bay. These agreements have been checked, found correct and may be handed to Mr. Cattrall for submission to the City.

Your attention is drawn to the fact that we plan to let this installation contract at the January meeting of the Commission.

J. Al Head
J. Al Head

Assistant Traffic Engineer

VJ:mm
Attachments

REFERRED TO

John Cattrall
By W. W. STIFFLER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 22, 1952

SUBJECT: State-City Agreement
Assignment WCW-3912

To: W. C. Williams
Assistant State Highway Engineer

PLEASE DELIVER TO
W. C. WILLIAMS

Returned herewith are six copies of a State-City Agreement covering the installation of traffic signals at the intersection of Central Avenue and 4th Street in the City of Coos Bay. These agreements have been checked, found correct and may be handed to Mr. Cattrall for submission to the City.

Your attention is drawn to the fact that we plan to let this installation contract at the January meeting of the Commission.

J. Al Head
J. Al Head
Assistant Traffic Engineer

VJ:mm
Attachments

Date: December 17, 1952

ASSIGNMENT

No. 3912
By W.C. Williams

Description: Letter of December 12 by Tom Reeder enclosing five copies of agreement between State and City of Coos Bay with respect to installation of traffic signal at intersection of Central Ave. and 4th Street in Coos Bay

Acknowledged by _____ Referred to Crandall ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____

signature

Assignment executed 12-23-52 Report received _____

Remarks: Please check and return.

WCW

NT

reement
ation

PLEASE RETURN TO
W.C. WILLIAMS

Dear Sir:

Herewith you will find the original and five copies of a proposed agreement to be entered into by the State and the City of Coos Bay with respect to the installation of a traffic signal at the intersection of Central Avenue with 4th Street in Coos Bay.

Yours very truly,

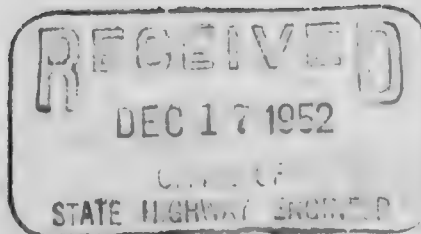
C. W. ENFIELD
Chief Counsel

By

Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:am
Attach. - 6

RECEIVED
TRANSMITTER



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 12, 1952

SUBJECT: State-City agreement
Signal Installation
COOS BAY

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Herewith you will find the original and five copies of a proposed agreement to be entered into by the State and the City of Coos Bay with respect to the installation of a traffic signal at the intersection of Central Avenue with 4th Street in Coos Bay.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:am
Attach. - 6

RECEIVED
DEC 17 1952
STATE HIGHWAY ENGINEER

CITY OF COOS BAY
COOS BAY, OREGON

January 13, 1953

Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. John W. Cattrall

Dear Sir:

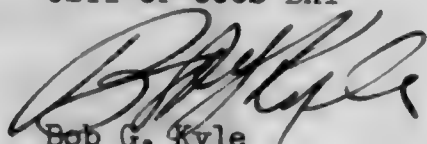
Enclosed please find two (2) copies of an agreement covering the proposed traffic signal installation at the intersection of Central Avenue at Fourth Street in Coos Bay. These agreements have been signed by the proper city officials.

In addition there is enclosed a cash warrant in the amount of \$2,000.00 for the City's share in the estimated cost of the project, and a letter from the Mountain States Power Company authorizing the attachment of supervisory cable to existing utility poles.

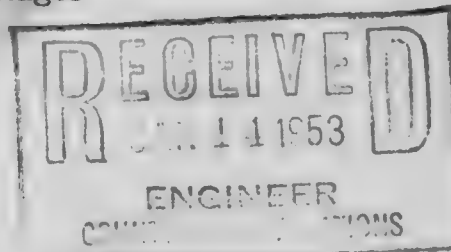
We wish to thank you for your prompt action in clarifying the Fire Department controls of this signal, and for the efficient manner in which this installation is being handled.

Yours very truly,

CITY OF COOS BAY


Bob G. Kyle
City Manager

K/jw
Enclosures (4)



CITY OF COOS BAY

COOS BAY, OREGON

NOTED
J. W. CATTRALL

January 2, 1953

NOTED
Harold C. AyersOregon State Highway Department
Salem, OregonNOTED
J. F. HAGEMANN

Attention: Mr. John W. Cattrall

Dear John:

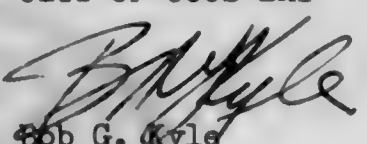
Receipt is acknowledged of the agreement form for traffic signals, intersection of Fourth and Central together with the plans for this installation.

We note on the plans an emergency fire alarm circuit which appears to dead end at the pole opposite our fire station. Our original discussion with the Traffic Engineering Department was in regard to manual control of the traffic at the intersection during fire alarms. It would be necessary to keep Fourth Avenue "green" so that traffic would not pile up in front of the Fire Department door. Perhaps this plan is complete and provides this control. Please advise us further on this matter.

We plan to submit this agreement to the Council at their regular meeting January 12, and will return the same to you by January 15 as you requested.

Yours truly,

CITY OF COOS BAY


Bob G. Kyle
City Manager


*Val Johnson contacted
Kyle 1/6/53 and he
understands plans and the
are ok and acceptable to
him. K/jw
Al. Hood
1/7/53*

December 29, 1952

Mr.. Bob G. Kyle
City Manager
Coos Bay, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Enclosed please find two copies of an agreement covering the proposed traffic signal installations at the intersection of Central Avenue and 4th Street in Coos Bay. Please present this agreement to the City Council and after it has been signed and attested, return both copies to this office.

You will note in paragraph 2a, page 3, that the City shall deposit with the State the sum of \$2,000 which is the City's share in the estimated cost of the project. Please make this amount payable to the Oregon State Highway Commission in the form of a certified check.

You will also note in paragraph 3, page 3, that the City shall obtain written permission from the proper local utility company to attach the supervisory cable to existing utility poles.

Inasmuch as it is planned to call for bids on this project at the January 21-22 Commission meeting, it would be greatly appreciated if the agreement, advance deposit, and a copy of the written permission could be in our hands prior to January 15, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

RHP:MM
Encl.

REIVED

FOR FILING

FORM E-30X 25M 11-50 44708

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 4, 1952

SUBJECT:

Preparation of State-City Agreement
Proposed Traffic Signal Installation
Central Avenue at 4th Street
Coos Bay

To: C. W. Enfield
Legal Department

NOTED
W. C. WILLIAMS

At its meeting on October 20 and 21, 1952, the Commission approved the installation of a traffic signal at the intersection of Central Avenue and 4th Street in Coos Bay. Will you please prepare the necessary State-City Agreement.

It is believed that the following points should be included in the agreement:

1. The intersection involved is that of Central Avenue (Empire-Coos Bay Highway, No. 243) and 4th Street in the City of Coos Bay.
2. It is planned to install a fixed time traffic signal at this intersection complete with interconnection to the existing traffic signal system as shown on the attached plans.
3. The installation is estimated to cost \$4,000.00.
4. The State shall make the installation either with its own forces or by contract and in the first instance pay all costs thereof. The final cost shall be shared equally by the City and the State.
5. When returning the signed agreements the City shall submit its check for one-half of the cost of installation.
6. The City shall obtain from the local utility companies permission to attach supervisory cable to utility poles as shown on Sheet 5 of the plans. A copy of such permission shall be submitted with the signed agreements.
7. The City shall maintain and operate traffic signals after installation with the provision that no changes shall be made in the timing program without prior approval in writing from the State.

8. It is mutually agreed between parties concerned that at such time as the equipment to be installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as the original installation.

If after preparation you will submit the agreements to this office, through Mr. Williams' office, we will check them and care for further processing.


F. B. Crandall
Traffic Engineer

VJ:nn

Attachments

cc: W. C. Williams ✓

J. W. Cuttrall

RECEIVED
NOV 8 1952
FOR FILING

October 30, 1952

3646

Mr. Bob G. Kyle, City Manager
City of Coos Bay
Coos Bay, Oregon

Dear Mr. Kyle:

I want to thank you for your letter of October 29, 1952 advising of the willingness of the City of Coos Bay to join with the State Highway Commission in the installation of the traffic signal lights at the intersection of Fourth and Central Avenue in Coos Bay on the conditions mentioned in my previous letter.

I am passing the information along to our Traffic Engineer, Mr. F. B. Crandall, and I am particularly calling to his attention the second paragraph of your letter in which you express the feeling that it would be advisable that this signal installation include a manually operated control located in the Fire Station. I am asking Mr. Crandall to advise you direct on that subject.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:sl

cc:
Mr. F. B. Crandall

CITY OF COOS BAY
COOS BAY, OREGON

October 29, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

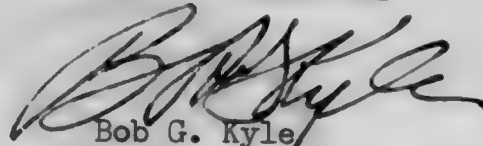
Please be advised that the City of Coos Bay is willing to join with the State Highway Commission for the installation of appropriate traffic signal lights at the intersection of Fourth and Central. It is understood that the City will pay fifty (50) per cent of the installation, maintain the signal after it is installed and provide the electrical energy.

It would seem adviseable that this signal installation include a manually operated control located in the Fire Station so that fire apparatus would be insured of open streets. The Fire Station is located on the southeast corner of the intersection.

The City will promptly execute an agreement on this matter when received from the department.

Yours truly,

CITY OF COOS BAY


Bob G. Kyle
City Manager

ACKNOWLEDGED
H. B. GLAISYER

K/jw



RECEIVED
NOV 12 1952
FOR FILING

3-1

15-0-50

October 24, 1952

300

Mr. Bob G. Kyle
City Manager
City of Coos Bay
Coos Bay, Oregon

Dear Mr. Kyle:

Reference is made to your letter of August 26, 1952, directed to the Oregon State Highway Commission, attention of Mr. John W. Cattrall, in which you request a traffic survey at the intersection of Fourth Street and Central Avenue in Coos Bay to determine the need for a traffic signal at this location.

Your letter was referred to the Engineering Department which investigated the matter and reported their findings to the State Highway Commission at its meeting this week. It appears from the report that a traffic signal at this point is warranted by reason of the traffic volume. It also appears that to install an appropriate signal would cost about \$4,000.

As a result of discussion, the Commission unanimously approved installation of the signal on the condition that the City of Coos Bay will pay fifty percent of the cost of installation, will maintain the signal after it is installed, and will provide electrical energy to operate it at no cost to the State. Please advise whether the City of Coos Bay is willing to join with the State Highway Commission in this installation on the basis mentioned. If the City is willing to do so, a form of agreement will be prepared covering the subject for execution by both parties.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. B. Crandall

RECEIVED
OCT 14 1942
FOR FILING

Maint
Traffic
Lights

Coos Bay

October 9, 1942

Oregon State Highway Commission

Gentlemen:

The City Manager of Coos Bay has requested that a traffic survey be made at the Intersection of Fourth Street and Central Avenue to determine the need of a traffic signal. Central Avenue is the route of the Empire-Coos Bay Secondary Highway.

The Traffic Division has made an investigation, and it has been found that the maximum hourly eight-hour volume of traffic is 759, as compared with the national warrant of 750. The cross-street traffic is 291, compared with the national warrant of 175. The pedestrian warrant and accident warrant are slightly below the prescribed minimum, but owing to the more-than-required warrant for traffic volume it is recommended that a traffic signal be installed, providing the City of Coos Bay will pay one-half the cost of such signal and provide electrical energy and maintain the signal after installation. The estimated cost of the signal is \$4,000, which would be \$2,000 to each participant.

This matter will be on the next agenda.

Very truly yours,

H. H. Saldock
State Highway Engineer

WCW:me hi
cc Mr. F. B. Crandall
Mr. C. H. Maison

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1952

SUBJECT: Request Traffic Signal
Intersection of Central Avenue (Empire-
Coos Bay Highway) and Fourth Street,
Coos Bay - Assignment WCW 3646

To: Mr. W. C. Williams

NOV 1 1952
W. C. WILLIAMS

Investigation has been made with respect to the above-indicated intersection-- consideration had been requested by Mr. Bob Kyle, City Manager of Coos Bay in a letter under date of August 26 last transmitted through Mr. Cattrall's office.

Set down hereinafter are traffic and accident data with comparison thereof with the minimum signal warrants as prescribed by AASHO.

Item	Observed	Minimum Warrant
<u>Total Volume Warrant:</u>		
Ave. Hourly Total Volume (Max. 8 hours).	759	750
Ave. Hourly Cross-Street Volume (Max. 8 Hours).	251	175
<u>Pedestrian Warrant:</u>		
Ave. Hourly Ped. Volume Across Main Street (Max. 8 Hours).	52	250
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hours).	470	600
<u>Accident Warrant:</u>		
Preventable Accidents (Last 12 Months).	3	5

From the above you will note that traffic volumes both on major and minor streets exceed the prescribed minimum warrants. The intersection does fall somewhat short of the warrants as regards pedestrian volume and accident occurrence.

On the basis of the volume warrants I would recommend installation of signal providing the city is agreeable to cooperative installation in accord with our policy of 50-50 participation in capital outlay cost and city committed to stand 100% of maintenance and operation. The estimated cost of this project is \$4,000 which amount includes interconnection with the existing signal system on Broadway such as would provide coordination.

F. B. Crandall
F. B. Crandall
Traffic Engineer

FBC:ws

Date: September 2, 1952 ASSIGNMENT

No. 3646
By *W.C. Williams*

Description: Letter of August 26 by City Mgr. of Coos Bay,
copy of letter of August 29 by JWC acknowledging same, and
letter of August 29 by JWC referring the City's letter to
MCW

Acknowledged by _____ Referred to Crandall ✓

xx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____

PLEASE RETURN TO
W. C. WILLIAMS signature

Assignment executed _____ Report received _____

Remarks:

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Dear Mr. Kyle:

I wish to acknowledge receipt of your letter dated
August 26, 1952, requesting a traffic survey at the intersection of
4th Street and Central Avenue.

I am turning your request over to the State Highway Engi-
neer for further handling.

Very truly yours,

R. H. baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:MM ✓
cc: W. C. Williams

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND



OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 29, 1952

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Mr. Robert G. Kyle
City Manager
Coos Bay, Oregon

Dear Mr. Kyle:

I wish to acknowledge receipt of your letter dated August 26, 1952, requesting a traffic survey at the intersection of 4th Street and Central Avenue.

I am turning your request over to the State Highway Engineer for further handling.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:MM
cc: W. C. Williams

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 29, 1952

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a request from Mr. Kyle, City Manager of Coos Bay, for a traffic survey at the intersection of 4th Street and Central Avenue.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

ROBERT MARSDEN, JR., MAYOR

BOB G. KYLE
CITY MANAGER

CITY OF COOS BAY

COOS BAY, OREGON

August 26, 1952

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. John W. Cattrall

Gentlemen:

It is requested that a traffic survey be made at the intersection of 4th Street and Central Avenue in Coos Bay.

Central Avenue is the State secondary highway to Empire-Charleston. The City fire station opens into 4th Street near this intersection, and at certain hours of the day during peak traffic volumes, cars are backed up in such a manner that it is impossible to move a piece of fire equipment. The Council feels that this is such a serious problem that a traffic signal should be installed.

Your assistance in obtaining data in this regard is very much appreciated.

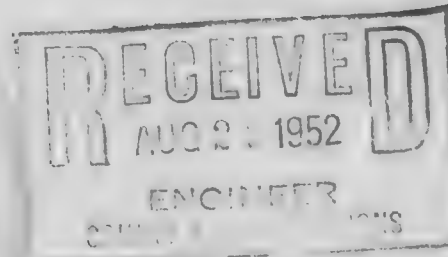
Very truly yours,

CITY OF COOS BAY

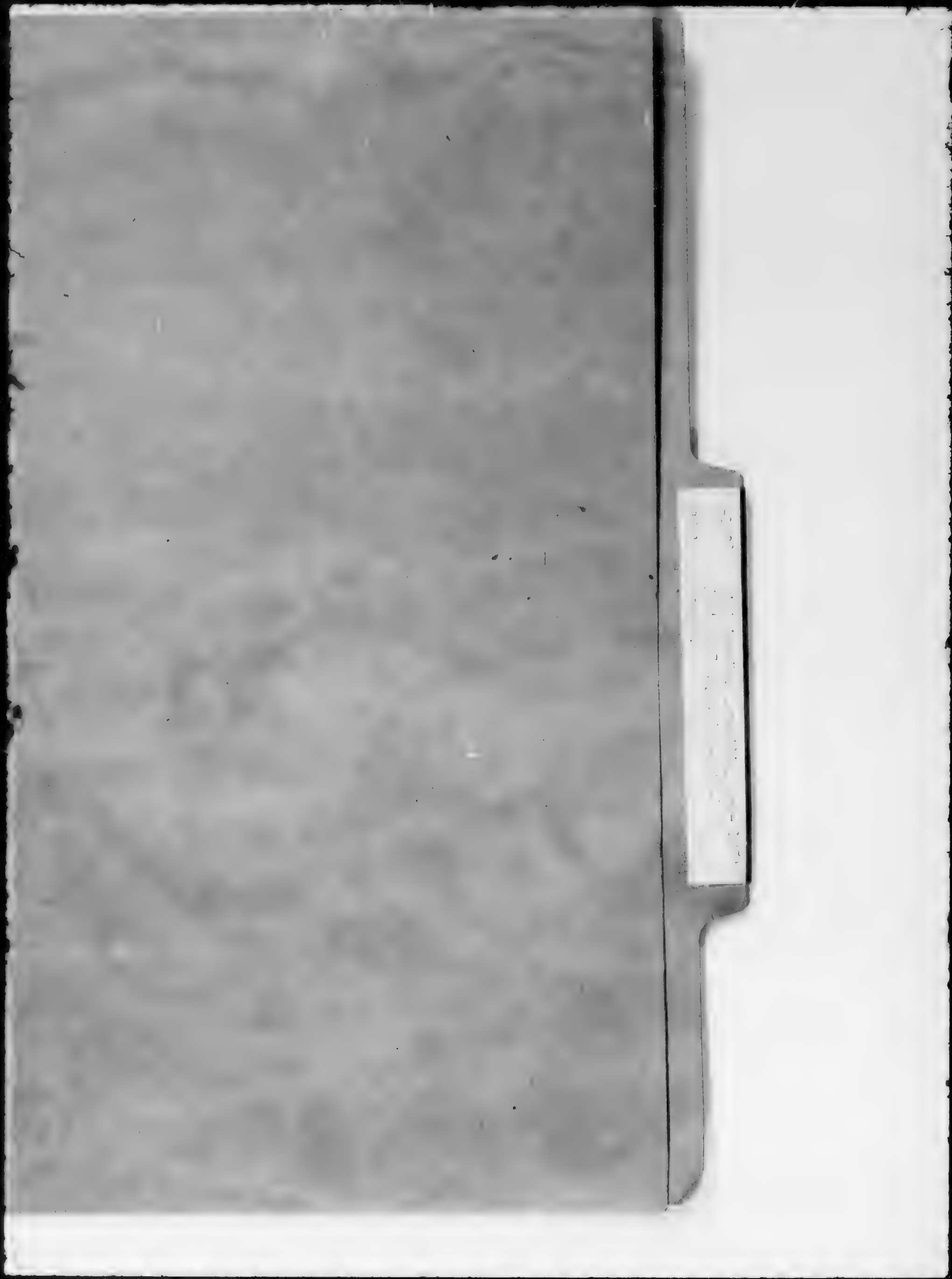
Bob G. Kyle

Bob G. Kyle
City Manager

BK/mg



17



RECEIVED

FOR FILING

R. H. Baldeck

February 11th, 1954

NOTED

State Highway Engineer

FINAL COST ANALYSIS

Deschutes, Harney, Klamath, Lake, Sherman, Wasco & Crook Counties
 Contract #3891
 Division 4 Reoiling Project Babler Bros., Inc., Contractor
 A. A. Fossen, Resident Engineer
 Prefix 9-1028
 Seven State Highways

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	71.71	Mile	\$50.00	\$7.68	\$ 551.33	\$ 3,585.50
Placing Aggregates	25,178.5	Cu. Yd.	0.90	0.813	20,458.11	22,660.65
Hauling "	78,740.6	Yd. Mi.	0.15	0.181	14,257.72	11,811.09
Furn. & Place 150-200 Asphalt	2,057.52	Ton	39.00	35.34	72,707.27	80,243.28
PA #1, Preparation of Base	2.96	Mile	50.00	7.68	23.12	148.00
PA #1, Placing Aggregates	1,236	Cu. Yd.	0.90	0.813	1,004.87	1,112.40
PA #1, Hauling "	3,528.5	Yd. Mi.	0.15	0.181	639.07	529.28
PA #1, Furn. & Place 150-200 Asphalt	100.33	Ton	39.00	35.34	3,545.39	3,912.87
PA #2, Purchase Excess 150-200 Asphalt in Sump at Redmond	17.32	"	28.70	28.70	497.08	497.08
PA #2, Purchase Excess 150-200 Asphalt in Barrels at Redmond	4.42	"	29.70	29.70	131.27	131.27
PA #3, Asphalt in Barrels at Maint. Hdqts. at Suntex	3.80	"	33.70	33.70	128.06	128.06
PA #4, Purchase Excess 150-200 Asphalt in Barrels at Maint. Hdqts. at Alkali Lake	6.52	"	35.50	35.50	231.46	231.46
					<u>\$114,174.75</u>	<u>\$124,990.94</u>

Gross Revenue \$124,990.94

Total Cost 114,174.75

Net Profit \$ 10,816.19

Net Profit Equals 8.7% of Gross Revenue

Babler Bros. Inc.

Detail of Cost

Labor:

Supervision	\$ 2,000.00	
Labor	18,061.01	
Labor Insurance	<u>994.70</u>	
		\$ 21,055.71

Materials:

150-200 Asphalt	2,189.91 Tons at \$21.18	\$46,391.96	
Freight on Asphalt	2,189.91 " " 9.396	<u>20,576.71</u>	
			66,968.67

Equipment Rentals, Misc. & Supplies:

Equipment Rentals (Owned)	\$11,171.75	
Hired Trucks (Without Operators)	4,374.00	
Gas, Oil & Grease	5,320.58	
P.L. & P.D. Insurance	225.76	
Small Tools & Misc. Supplies	558.60	
Bond	749.95	
Home Office & General Overhead	<u>3,749.73</u>	
		<u>26,150.37</u>

Total Cost	\$114,174.75
------------------	--------------

Remarks:

This was a "State Project", the contract calling for the reoiling of sections on seven highways in seven counties with Type O-9 oil mat wearing surface. This project was bid April 8th, 1953. Work started June 3rd, 1953, and was completed July 31st, 1953.

Equipment used by the contractor included two 1,250-gal. distributors, two rollers, one low boy transport, one retort, two 10,000-gal. storage tanks, 2 Ford pickups, one Ford sedan, two D-4 cat overshoot loaders, seven 6 cu. yd. hired trucks, two 6 cu. yd. company-owned trucks and one blade.

All 150-200 asphalt was shipped to the job in transports from Portland with the exception of part of the asphalt used in Klamath County which was shipped in tank car from the Bay District.

Good supervision and equipment, good progress and fair bid prices allowed the contractor a nice profit.

E. H. Clymer
Chief Cost Analyst

By . . K. T. Wechter

Remarks:

This was a "State Project", the contract calling for the reoiling of sections on seven highways in seven counties with Type O-9 oil mat wearing surface. This project was bid April 8th, 1953. Work started June 3rd, 1953, and was completed July 31st, 1953.

Equipment used by the contractor included two 1,250-gal. distributors, two rollers, one low boy transport, one retort, two 10,000-gal. storage tanks, 2 Ford pickups, one Ford sedan, two D-4 cat overshot loaders, seven 6 cu. yd. hired trucks, two 6 cu. yd. company-owned trucks and one blade.

All 150-200 asphalt was shipped to the job in transports from Portland with the exception of part of the asphalt used in Klamath County which was shipped in tank car from the Bay District.

Good supervision and equipment, good progress and fair bid prices allowed the contractor a nice profit.

E. H. Clymer
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED

FOR FILING OREGON STATE HIGHWAY DEPARTMENT
(date)

October 30, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3891

5-final

BARLER BROS. INC.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

21153

R-72298

\$ 3,711.90

10/30/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. W. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 15, 1953

Time Extensions: None

Completion Date: July 31, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-3-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A. W. Wicklander

11-3-53

4-3-53

RECEIVED
OCT 21 1953
FOR FILING

October 19, 1953

Peerless Casualty Co.
Rathbone, King & Sealey
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3891 covering the Division No. 4 Reoiling Project on seven State Highways was completed by the contractor, Babler Brothers, Inc., on July 31 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of \$3,711.90 will be released to the contractor on or after October 29, 1953. The total contract amount is \$124,990.94 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

10-19-53, JK

RECEIVED

FOR FILING

7-1-53
3471

September 11, 1953

Peerless Casualty Co.
Bathbone, King & Sealey
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rabler Bros., Inc. in connection with contract No. 3891, for the Division 4 Reoiling Project on seven State Highways in Deschutes, Harney, Klamath, Lane, Sherman, Wasco and Crook Counties.

This payment, in the amount of \$958.23, will be released to the contractor on or after September 22, 1953. The retained percentage is \$3,750.90.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 29, 19 53

Section Division 4 Reoiling Project Kind of work Reoiling
 Highway Seven State Highway's Section prefix 9-1028
 Contractor Babler Bros Inc Contract number 3891
 Date of contract April 8, 19 53 Date of completion September 15, 1953, 19
 Date work started June 2, 19 53 Estimated date of completion July 31, 19 53
 Amount of contract \$ 209,949.91 Per cent of time elapsed 144 89.44 %
 Estimated cost of completed project, exclusive of engineering 161 \$ 203,114.20
 Per cent of contract completed, based on total contract price 100 %
 Final Cost
 Engineering cost to date \$ 10,000.00, 62.2 of Orig Date project was completed July 31, 19 53

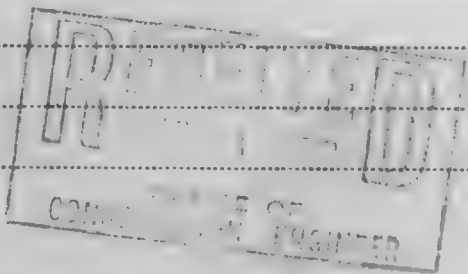
General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Statements from the various District Maintenance Engineers relative to their
 costs for sanding the newly placed oil mat have been received and the semi-final
 estimate reflecting these costs has been submitted to the Bend Division Office
 on August 29. State Force Orders covering this bill and an order for a charge
 against the contractor accompanies the estimate.

Final report.

NOTED
B. A. MARTIN

NOTED
FORREST COOPER



Signed

Resident Engineer

Address 1290 Wall St. Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				71.36	
Miles partially completed					
Miles completed				72.67	
Total estimated quantities				26,000 cy Agg 2,500 Tons Asph	
Estimated quantities moved or placed to date	Completed	Used by Maint. 3,076 cy Asph	32.06 T	26,414.5 cy Agg 2,158.85 Tons Asph	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

County, ...%; County, ...%; County, ...%; County, ...%.

County, %		County,					
	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday	Unsettled		
Wednesday	All Week		
Thursday			
Friday			
Saturday			

RECEIVED

FOR FILING

7-10-53
1771

*Mr. [unclear]
[unclear]*

August 14, 1953

Rathbone, King & Seeley, Agents
Peerless Casualty Company
310 S. W. Fourth Street
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Brothers, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 3891 covering reilling work on seven state highway in Division 4 in Deschutes, Harney, Klamath, Lane, Sherman, Wasco and Crook counties.

This payment in the amount of \$37,211.44 reduces the retained percentage to three percent of the total amount earned by the contractor or the sum of \$3,721.26. The present payment will be released to the contractor on or after August 24, 1953.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc -

Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Dooly and Company
Board of Trade Building
Portland 4, Oregon

NOTED ON CARD

9-10-53

RECEIVED

FORM 8-308 12M 11-47

FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

9-1028

3891

Salem, Oregon
August 14, 1953

SUBJECT:

To:

Mr. W. E. Chandler
Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Sir:

Please submit a State Force Order for the excessive sanding required on Division IV re-coiling contract No. 3891.

We are changing Mr. Ross's ^{July} Rock Transfer and charging direct to this job the 1324 cubic yards of rock used by Maintenance Crews for sanding a portion of this job in District A-D. Other charges such as labor and equipment rental incurred by this sanding should also be transferred to the contract prefix. Was sanding required on any other sections coiled under this contract? If so, segregate by maintenance district on the State Force Order requested above.

Very truly yours,

E. A. Collier
Maintenance Engineer

JB:vw

cc S. H. Probert
cc W. W. Stiffler
cc G. W. Ross

NOTED
W. W. STIFFLER

RECEIVED
MAY 7 1953
FOR FILING

May 6, 1953

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on April 8, 1953 by the State Highway Commission, as follows:

Contract No. 3891, covering Division 4 Recoiling Project on seven State Highways in Deschutes, Harney, Klamath, Lane, Sherman, Wasco and Crook Counties.

Contract No. 3897, for the Juntura-Vale Recoiling Project on the Central Oregon and Vale-West Highway in Malheur County.

Executed copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encls.

RECEIVED
APR 11 1953
FOR FILING

9-1
3/71

April 10, 1953

Babler Brothers
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contract No. 3891 for Division No. 4 Reolling Project on seven state highways in Deschutes, Harney, Klamath, Lane, Sherman, Wasco and Crook Counties. This award was based on your bid of \$139,643.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

al
encl
cc

H. G. Smith
S. H. Probert
W. M. Franawa SIAC

BFI-189(14) Wilbur Overcrossing 1953
#3892

RECEIVED
NOV 15 1954
FOR FILING

189 (14)

November 9, 1954

Mr. Tom Lillito
Medford
Oregon

Dear Sir:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from December 30, 1953 to August 24, 1954, within which to complete your contract No. 3892, for constructing the Wilbur Overcrossing on the Pacific Highway in Douglas County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Avery, Assistant Secretary

cc:

J. G. Kelton,
Division Engineer

J. C. McIlure,
Resident Engineer

G. F. Paxson
Asst. State Highway Engineer

HP I - 189 (4)

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 5, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
<u>3892</u>	<u>6-Final</u>	<u>Tom Lillebo</u>	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
<u>22786</u>	<u>R-107953</u>	<u>\$ 4,354.02</u>	<u>11/5/54</u>

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Ruth Rawlings

Specified Completion Date: Sept. 30, 1953
Time Extensions: to Aug. 24, 1954 without penalty
Completion Date: Aug. 24, 1954
Date Accepted: Oct. 28, 1954
Penalties: None of record
Claims: None of record
Remarks:

Date: 11-9-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

By *Joseph G. Gurey*
Assistant Secretary

Warrant Mailed: NOV 10 1954

Ruth Rawlings

RECEIVED

11-10-54

RECEIVED
OCT 27 1954

FOR FILING

October 26, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Wills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3892 for work performed on the Wilbur Overcrossing on the Pacific Highway in Douglas County was completed by the contractor, Tom Lillebo, on August 24, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$4,364.02 will be released to the contractor after acceptance by the Commission. The total contract amount is \$54,419.80 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

10-26-54 gl

RECEIVED
OCT 21 1954
FOR FILING

BFD-159(11)

October 20, 1954

Re, on State Highway Commission

Request for extension of time
No. 23
October 20 and 27 meeting.

Mentioned:

and Milbur Overcrossing
Contract No. 392

Tom Alliebo, contractor for the construction of the Milbur overcrossing on the Leaky-Binchester section of the Pacific Highway in Douglas County, has requested a second extension of time from December 31, 1953, to August 24, 1954, in which to complete the contract.

All work on this contract, with the exception of placing the drainage pipes down the approach embankments, was completed by November 15, 1953. The drainage pipes could not be placed until the approach fills had been completed by the grading contractor. All work on the contract was completed on August 24, 1954.

This section is not open to traffic, and no inconvenience has been caused the public nor has there been any additional engineering expense. It is recommended that this second extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

A. C. Williams
Acting State Highway Engineer

PMS/ds
Attached

RECEIVED
NOV 19 1953
FOR FILING

151-11764
287-

November 16, 1953

Mr. Tom Lillebo
Feedport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on October 29, 1953, had under discussion your request for an extension of time from September 30 to and including December 30, 1953 within which to complete your contract No. 3892, covering the Wilbur Overcrossing on the Pacific Highway in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

el

cc: Tom Edwards,
Division Engineer

H. H. McClure,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
FOR FILING

100-10711)
2872

1596

ASSIGNMENT

No. 4596
By WCC

Date: October 19, 1953

Description: **Billing (8 copies) from Western Union Telegraph Company for temporary work in connection with plant during construction of Wilbur overcrossing of SPRR in Douglas County**

Acknowledged by _____ Referred to Gardner ✓

Investigate and report with recommendation

~~xxx Investigation~~, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for _____ signature

Assignment executed Billings Report received _____

Remarks:

*Bill being processed
for pay. sent - 2 cag*

RECEIVED
FOR FILING

BFI-1116

October 12 1953

Oregon State Highway Commission

Request for extension of time
No. 4
October 29 and 30 meeting.

Gentlemen:

Re: Wilbur Overcrossing on Pacific
Highway in Douglas County,
Contract 3092,
Tom Lillabo, Contractor

Tom Lillabo, contractor for the above project, has requested an extension of time to and including December 30, 1953, for the completion of the work on this project. Under the contract the work should have been completed on September 30, 1953.

All work on the project other than the placing of the drain pipes at the bridge ends was completed within the time limit of the contract. These drain pipes could not be installed until the approach embankments were placed. The grading contractor on the approach embankments was delayed due to inclement weather in the spring of 1953 and, to date, has not completed the grading work at the ends of the bridge.

This section is not open to traffic, and no inconvenience has been caused the public nor has there been any additional engineering expense. It is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Balloch
State Highway Engineer

Incl.

PHS:ga

RECEIVED
MAY 15 1953
FOR FILING

15-4(11)
3892

May 14, 1953

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3892, which was awarded to you on April 8, 1953 by the State Highway Commission, covering the Wilbur Overcrossing on the Pacific Highway in Douglas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
MAY 6 1953
FOR FILING

FORM E-50 29M 9-51 92319

file

BFL-187(14)
872

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RAILROAD COMPANIES
FILE No. 408

Salem, Oregon

May 5, 1953

SUBJECT: 20076 - Pux 77
Wilbur Overcrossing
Pacific Highway, Douglas Co.

To: Mr. Floyd Query
Acting Secretary, Highway Commission
OFFICE

Dear Mr. Query:

Herewith I hand you fully executed agreement with Southern Pacific Company covering construction on the Wilbur Overcrossing on the Pacific Highway in Douglas County.

Additional copies of the agreement are being sent out to those listed below.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1

cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. E. A. Collier
Mr. Tom Edwards

RECEIVED
MAY 7 1953
FOR FILING

Salem, Oregon
March 31, 1953

Mr. C. W. Enfield
Chief Counsel
Office

Attention: Mr. J. W. DeSouza

Attached is the original and duplicate copy of an easement agreement and also the original and duplicate copy of a construction agreement with the Southern Pacific Company covering the Wilbur Overcrossing on the Pacific Highway in Douglas County. These copies have been executed by the Highway Commission and are now ready for the signature of the officials of the Railroad Company.

When fully executed please return one copy of each agreement to this office for the Commission's files.

Yours very truly,

Acting Secretary

FN
Attach: 4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1953

SUBJECT: File 20076 - Easement for Wilbur Overcrossing
Douglas County, Southern Pacific Co.
Pux 77 - Construction agreement

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you original and first copy of easement agreement and also original and first copy of construction agreement with Southern Pacific Company covering the Wilbur Overcrossing on the Pacific Highway in Douglas County.

After execution by the State Highway Commission, please refer all copies direct to me for further handling.

A third copy of each instrument is being forwarded to Mr. W. C. Williams for his use pending return of the executed agreements from Southern Pacific Company.

You will note that all copies have been approved by Mr. W. C. Williams and have been approved as to form by Mr. Enfield and myself.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams
(With 2 encs.)
Mr. G. S. Paxson
Miss Pauline Welch

This agreement allows the State to build the Wilbur Overcrossing structure over Railroad property. But for the structure are to be received in April.
W. DeSouza

RECEIVED
APR 13 1953
FOR FILING

April 10, 1953

Tom Lillebo
Reedsport
Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contract No. 3892 for construction of the Wilbur Overcrossing over the Southern Pacific Company's tracks on the Pacific Highway in Douglas County. This award was based on your bid of \$58,380.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl
cc

H. G. Smith
S. H. Probert
G. S. Parson
W. M. Franawa SIAC

RECEIVED

FOR FILING

FORM 8-20X 28M 3-51 47188

FORM 1-4

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 4, 1953

SUBJECT:

File 20076 - Easement for Wilbur Overcrossing
Douglas County, Southern Pacific Co.
Pux 77 - Construction agreement

To:

Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you original and first copy of easement agreement and also original and first copy of construction agreement with Southern Pacific Company covering the Wilbur Overcrossing on the Pacific Highway in Douglas County.

After execution by the State Highway Commission, please refer all copies direct to me for further handling.

A third copy of each instrument is being forwarded to Mr. W. C. Williams for his use pending return of the executed agreements from Southern Pacific Company.

You will note that all copies have been approved by Mr. W. C. Williams and have been approved as to form by Mr. Enfield and myself.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encls. 4

cc: Mr. W. C. Williams ✓
(With 2 encls.)
Mr. G. S. Paxson
Miss Pauline Welch

Copy of agreements
to Paxson

NOTED
W. C. WILLIAMS

RECEIVED

FOR FILING

FORM 6-50X 28M 3-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1953

SUBJECT:

File 20076 - Easement for Wilbur Overcrossing
Douglas County, Southern Pacific Co.
Pux 77 - Construction agreement

To:

Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you original and first copy of easement agreement and also original and first copy of construction agreement with Southern Pacific Company covering the Wilbur Overcrossing on the Pacific Highway in Douglas County.

After execution by the State Highway Commission, please refer all copies direct to me for further handling.

A third copy of each instrument is being forwarded to Mr. W. C. Williams for his use pending return of the executed agreements from Southern Pacific Company.

You will note that all copies have been approved by Mr. W. C. Williams and have been approved as to form by Mr. Enfield and myself.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encls. 4

cc: Mr. W. C. Williams ✓
(With 2 encls.)
Mr. G. S. Paxson
Miss Pauline Welch

*Copy of agreements
to Paxson*

ROUTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1953

C
O
P
Y

SUBJECT:

To: Mr. W. C. Williams
Asst. State Highway Engineer

Dear Sir:

Herewith duplicate counterparts and one extra copy of the proposed agreements between the Southern Pacific Company and the State covering the Wilbur Overcrossing in Douglas County. I have checked these over and find nothing objectionable. I would recommend that they be cleared through the Legal Department and presented to the Highway Commission for execution. This is a project scheduled for contracting at the April meeting of the Highway Commission.

It is important that we retain the extra copy of both of these agreements. If they are approved by the Highway Commission, we will have to submit copies to the Bureau of Public Roads in order to clear the project. The original and duplicate, of course, will not be available, as they will be in San Francisco until executed by the Southern Pacific Company.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

cc C. W. Enfield

*See J. P. Co.
probably in Legal Dept.*

RECEIVED
FEB 15 1953
FOR FILING

February 24, 1953

The Western Union Telegraph Company
125 - 12th Street
Oakland 7, California

Attention: Mr. C. P. Norton
Division Plant Superintendent

Gentlemen:

Re: Wilbur Overcrossing of
Southern Pacific Railroad
in Douglas County

We have your letter of February 19 giving the details of the work necessary to safeguard and replace your telegraph system affected by the construction of the proposed Wilbur Overcrossing. Your net estimate of cost for this work is \$1,623.

We will accept billing from your company for the necessary work in the rearrangement of your telegraph system, made in accordance with the provisions of Bureau of Public Roads General Administrative Memorandum No. 299, and will reimburse your company for these costs upon billing.

It is anticipated that a contract for the construction of this overcrossing will be let at a meeting of the Highway Commission scheduled to be held on April 8 and 9, 1953. No work need be done prior to the award of contract for this work. We will advise you as soon as the contract is awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gn
cc G. S. Paxson

RECEIVED
FOR FILING

FORM 2-20 2-21 2-22 2-23

Couch
Grade King
Gen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1953

SUBJECT: Pux 77 - Wilbur Overcrossing
Pacific Highway, Douglas County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. Tom Edwards
Mr. F. B. Crandall
Mr. H. B. Simpson

NOTED
W. C. WILLIAMS

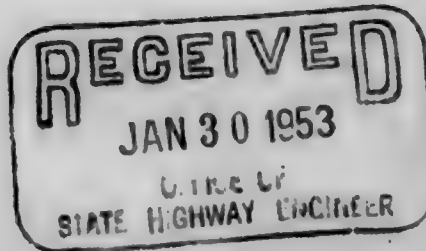
Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner's Order No. 31855 issued under date of January 28, 1953, authorizing the construction of a crossing over the tracks and right of way of Southern Pacific Company on the Pacific Highway at a point approximately 1.2 miles south of Wilbur.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.



Order #31855

BEFORE THE PUBLIC UTILITIES COMMISSIONER
OF OREGON
F-2379

In the Matter of the Application of the State
of Oregon, by and through its State Highway
Commission, for authority to cross over the
tracks and right of way of Southern Pacific
Company on the Pacific Highway at a point
approximately 1.2 miles South of Wilbur in the
Southeast quarter of the Southeast quarter of
Section 13, Township 26 South, Range 6 West,
W.M., in Douglas County, Oregon.)

ORDER

The above entitled matter was duly heard on January 13, 1953, at 2:00 P.M., in the County Court House, Roseburg, Douglas County, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission

Joseph Larkin, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

On December 11, 1952, the Commissioner received the application of State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company at a point approximately 1.2 miles south of Wilbur as part of the newly-aligned Pacific Highway. This new alignment will provide a more desirable route for the Pacific Highway between Deady and Winchester, in Douglas County, Oregon, and is part of a general plan calling for the realignment and reconstruction of the Pacific Highway in this area.

Evidence was adduced in behalf of Oregon State Highway Commission and Southern Pacific Company, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

The construction of such overcrossing structure is necessary in the interest of safety and facility of traffic movement because of the heavy volume of traffic--estimated at 8350 vehicles per day--which will be carried by the highway upon its completion.

The average train movements are at present 16 per day.

The proposed grade separation structure will cross the railroad right of way, upon which there is at present one track, at an angle of 48 degrees and 26 minutes, and provision will be made for two additional tracks if future conditions should require such construction.

All costs incidental to the construction of the overcrossing structure will be borne by Oregon State Highway Commission, and Southern Pacific Company will be reimbursed for any expenses incurred prior to and during construction which are found to be permissible and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

From the foregoing it is concluded that construction of an overcrossing at this location is in the public interest, is part of the desirable improvement of the Pacific Highway and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company at a point approximately 1.2 miles South of Wilbur, in the Southeast Quarter of the Southeast Quarter of Section 13, Township 26 South, Range 6 West, Willamette Meridian, in Douglas County, Oregon, is granted; and it is further

ORDERED that the construction of the overcrossing structure shall be done in a good and workmanlike manner, and in conformity as to location and design with plans and profiles submitted with the application and by this reference made a part hereof, or revisions thereof which may be acceptable to both parties in interest; and it is further

ORDERED that Oregon State Highway Commission shall prepare plans and specifications, and award contracts for and supervise the construction of the overcrossing structure; and it is further

ORDERED that Oregon State Highway Commission shall bear all costs incidental to the construction of the overcrossing structure, and shall reimburse Southern Pacific Company for all expenses which may be made necessary by required revisions in existing telegraph, telephone, and signal lines, for necessary watchmen and flagmen services which may be furnished to safeguard railroad operations during construction of the project, and for such other services as may be required in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto; and it is further

ORDERED that upon completion Oregon State Highway Commission shall maintain the structure, together with its approaches and highway facilities and appurtenances, and Southern Pacific Company shall maintain its track, roadbed and such other facilities and appurtenances as are necessary to its railroad operations; and it is further

ORDERED that upon completion of the structure the designation C-580.05-A shall be assigned thereto as a means of identification in the Commissioner's Catalog of the Crossings of the State of Oregon.

Made and entered this 28th day of January, 1953.

CHAS. H. HELTZEL

PUBLIC UTILITIES COMMISSIONER

(OFFICIAL SEAL)

RECEIVED
FOR FILING
FORM E-30X 10M 1-22 19410

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
January 15, 1953

SUBJECT: Pux 77 - Wilbur Overcrossing
Pacific Highway, Douglas County

To: MEMORANDUM TO FILE:

[Hearing on this matter was held before Mr. C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner, at 2:00 P.M. on Thursday, January 13, 1953, in the County Court House at Roseburg.

Southern Pacific Company was represented by Mr. Joseph Larkin, but he did not place any witnesses on the stand. The State Highway Commission was represented by the writer, and Mr. G. S. Paxson was placed on the stand and testified regarding the general nature of the project, of which the grade separation structure is a part, and also testified regarding the details of the proposed structure.

The record which was made was purely formal and no controversy developed. After the taking of testimony, Mr. Larkin expressed the consent of Southern Pacific Company to an order authorizing the proposed construction conditioned upon the fact that Southern Pacific Company be reimbursed in accordance with the provisions of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments and supplements thereto.

It is to be noted that the Answer of Southern Pacific Company specifically waived the installation of guard rails along the railroad tracks.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. E. A. Collier
Mr. F. B. Crandall
Mr. Tom Edwards

10-1075 Comstock Overcrossing, Removal 1953
of old
#3893

RECEIVED

DEC 29 - 1954

FOR FILING

12-12-54

5587

December 29, 1954

The Western Union Telegraph Co.
49 Geary Street
San Francisco 2, California

Gentlemen:

This is in answer to your inquiry of December 22 regarding payments on Bills No. 11 and 5 covering work at the site of the Comstock Overcrossing.

Our records indicate that retained percentage held on Bill No. 11 was released along with full payment of Bill No. 5 in December 1953 and that full payment of Bill No. 16 was made in April 1954.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/ds
cc G. S. Paxson

Date: December 27, 1954 No. 5-27 By WCV

TELEGRAPH COMPANY

DIVISION

SCO B. CAL.

Acknowledged by _____ Referred to Gardner ✓

- ☐ Investigate and report with recommendation
- ☐ Such action as necessary and report
- ☐ Comment or recommendation
- ☒ Return with rough draft of reply
- ☐ Prepare reply for signature of Mr. _____
- ☐ Contact correspondent and report

December 22, 1954

TED
 WILLIAMS

May
175

BS
110

3.00

2.00

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

ated if you will advise when
ment of the 10% retention of
ndered Oct. 15, 1953, in the
section with temporary work
ent during the construction
in Douglas County, per
953.

Executed 12-29-50 Report Received

his project was rendered
n the amount of \$34.10, and
y your remittance which we

received Apr. 26, 1954.

Yours truly,

Brodney

RECEIVED
JUN 27 1954

References on
smaller 19 Gary St.
Linn. Indiana 21

THE WESTERN UNION TELEGRAPH COMPANY

PACIFIC DIVISION

SAN FRANCISCO 8, CAL.

W. S. FOWLER
GENERAL MANAGER

WILLIAMS

ay
75

December 22, 1954

is
ue

Oregon State Highway Dept.
Attn: R. H. Baldock
State Highway Engineer
Salem, Oregon

0.00

0.00

PLEASE RETURN TO
W. C. WILLIAMS

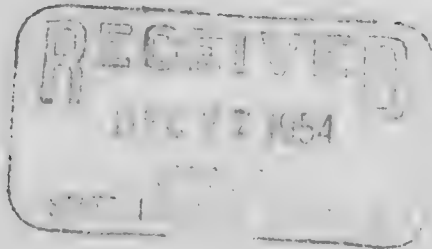
Gentlemen:

It will be appreciated if you will advise when we may expect to receive payment of the 10% retention of \$144.69, on our bill #11, rendered Oct. 15, 1953, in the amount of \$1,446.87, in connection with temporary work for the protection of our plant during the construction of the Comstock overcrossing in Douglas County, per your letter dated Mar. 16, 1953.

Final billing on this project was rendered Mar. 15, 1954, our bill #16 in the amount of \$34.10, and this bill was paid in full by your remittance which we received Apr. 26, 1954.

Yours truly,

W. C. Williams



Ret. address on
envelope 19 Mary St.
San Francisco 2.

RECEIVED

FOR FILING

May 6th, 1954

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS

Removal of Gemstock Overcrossing

Contract No. 3893

Remove Bridge No. 1695A

Pacific Highway

Prefix 10-1075

Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co., Contractors

L. R. Allen, Resident Engineer

Item	Unit	Quantity	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Removal of Overcrossing	All	100%	\$3,300.84	\$9,800.00	\$ 3,300.84	\$ 9,800.00
					\$ 3,300.84	\$ 9,800.00

Gross Revenue \$9,800.00

Total Cost 3,300.84

Net Profit \$6,499.16

Net Profit Equals 66.3% of Gross Revenue

Detail of Cost

Labor:

Labor and Supervision	\$1,937.47	
Labor Insurance	<u>302.03</u>	
		\$2,239.50

Equipment Rental and Miscellaneous Expense:

Equipment Rental	\$ 376.60	
Gas, Oil and Grease	30.34	
Explosives	64.40	
Small Tools and Misc. Expense	327.00	
Bond	98.00	
Home Office and General Overhead	<u>165.00</u>	
		<u>1,061.34</u>

Total Cost		\$3,300.84
------------------	--	------------

Remarks:

This was a "State" contract for the removal of the Comstock Overcrossing of the Southern Pacific Company's railroad near Constock Station in Douglas County.

The work to be done under the contract consisted of the removal, salvaging of certain materials therein, the disposal of other materials, the cleanup of the site and other miscellaneous work.

The contract was bid and awarded to Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Company as a joint venture on April 8th, 1953. The contractors began work on the project on May 2nd, 1953 and completed the project on May 25th, 1953.

The contractor was at this time working on a highway project adjacent to the overcrossing to be removed, thereby having his equipment on the site and no move in expense was incurred.

The contractor removed the deck with a D-8 caterpillar tractor with a ripper. The stringers were removed by a 3/4 cu. yd. dragline with a hook and two laborers. The piers were removed by drilling and shooting. The equipment was a 105 compressor and one jackhammer.

The contractor had good supervision, good equipment, a small crew and very high bid prices and made a big profit.

F. W. Sugnet
Cost Analyst

RECEIVED

FOR FILING

1-17
201

4595

Date: October 19, 1953 ASSIGNMENT No. 4595
By W.C.W.

Description: Billing (8 copies) from Western Union Telegraph Co. for temporary work in connection with protection of plant during construction of Comstock overcrossing in Douglas County

Acknowledged by _____ Referred to Gardner ✓

Investigate and report with recommendation
~~XX~~ Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature

Assignment executed Oct 20 53 Report received _____

Remarks: Bill being processed for payment 2 eq

OREGON STATE HIGHWAY DEPARTMENT

(date)

June 24, 1953

(CONTRACT NO.)

10-1075

3893

(EST. NO.)

2-final

(CONTRACTOR)

Fred H. Slate Co. Oregon Ltd. &

E. C. Hall Co.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

11564

R-69452

\$ 7,154.00

June 22, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

William H. Glaisyer
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1953

Time Extensions: None

Completion Date: May 25, 1953

Date Accepted: June 25, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-30-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

W. H. Glaisyer

NOTED ON CARD

6-30-53

RECEIVED
FOR FILING

FORM E-30X 12M 1-52 28419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

June 5, 1953

10-1075

3873

SUBJECT:

Pux 67 - L-57

Removal of Comstock Overcrossing
Pacific Highway, Douglas County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

L
Dear Mr. Glaisyer

Herewith I hand you for execution by the State Highway Commission three copies of quitclaim deed to Southern Pacific Company covering the easement granted in 1919 for the Comstock Overcrossing, which structure now has been removed.

After execution by the Commission please return all three copies to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 3

cc: Mr. W. C. Williams
With Assignment #4227 ✓

NOTED
W. C. WILLIAMS

RECEIVED
JUN 4 - 1953
FOR FILING

June 3, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3893 for removal of Comstock Overcrossing on the Pacific Highway in Douglas County was completed by the contractor, Fred H. Slate Co. Oreg. Ltd. & E. C. Hall Co., on May 25, 1953 but has not as yet been formally accepted by the Highway Commission.

Final payment in the amount of \$7,154.00 will be released to the contractor after acceptance by the Commission. The total contract amount is \$9,800.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc:

NOTED ON CARD

6-7-53

RECEIVED
MAY 6 1953
FOR FILING

10-1075
3893

May 5, 1953

Fred H. Slate Co., Oreg. Ltd. and
E. C. Hall Company
7805 S. W. 40th Ave.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3893, which was awarded to you on April 8, 1953 by the State Highway Commission, for removal of Comstock Overcrossing on the Pacific Highway in Douglas County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
APR 11 1953
FOR FILING

April 10, 1953

Fred H. Slate Co., Oregon Limited &
E. G. Hall Company
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contract No. 3893 for removal of Comstock Overcrossing on the Pacific Highway in Douglas County. This award was based on your bid of \$9,800.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl
cc

H. G. Smith
S. H. Probert
G. S. Faxon
W. M. Franswa SIAC

RECEIVED
1953
FOR FILING

10-1075
3893

March 24, 1953

The Pacific Telephone & Telegraph Company
Eugene, Oregon

Attention: Mr. J. L. Perry
District Plant Engineer

Gentlemen:

Reference is made to your letter of March 23 concerning your installation at the site of the Comstock Overcrossing.

We note that it will be necessary to replace your telephone cable which is now on the railroad right of way with a temporary buried cable during the removal of the structure and that the estimated cost for this work is \$600.

This is your authority to proceed with the work when our contract for the removal of the structure is awarded and to bill us for the cost supported by proper invoices.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

OSF:gm
cc G. C. Hadden
L. R. Allen

RECEIVED
MAY 11 1953
FOR FILING

10-1075
3893

March 16, 1953

The Western Union Telegraph Company
125-12th Street
Oakland 7, California

Attention: Mr. C. P. Norton
Division Plant Superintendent

Gentlemen:

Re: Comstock Overcrossing in Douglas County

Reference is made to your letter of March 11 giving an estimate of cost for safeguarding your wire equipment in the amount of \$1,683 during the removal of the existing overcrossing.

This letter is your authority to do the work at our expense, for which work you will be reimbursed on submission of invoices and proper supporting data. The removal of this overcrossing is a State Project in which the Federal Government is not involved.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
DEC 18 1952
FOR FILING

FORM E-50 27,500 4-52 98808

70-10751
3893

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1952

SUBJECT: Pux 67 - Comstock Overcrossing Removal
Douglas County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. E. A. Collier (2)
Mr. H. G. Smith (2)
Mr. Tom Edwards
Mr. H. B. Simpson

Gentlemen:

Herewith I hand you copy of P.U.C. Order No. 31778 authorizing the removal of the Comstock Overcrossing structure in Douglas County, Oregon.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

NOTED
W. C. WILLIAMS

RECEIVED
DEC 18 1952
OFFICE
STATE HIGHWAY DEPARTMENT

ORDER #31778

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2355

RECEIVED

ORDER

In the Matter of the Application of the State)
of Oregon, by and through its State Highway)
Commission to remove the existing overcrossing)
structure over the tracks and right of way of)
Southern Pacific Company near COMSTOCK in the)
Northeast quarter (NE $\frac{1}{4}$) of Section 20, Township)
21 South, Range 4 West, W.M., in Douglas County,)
and to vacate and abandon said crossing.)

The above entitled matter was duly heard on November 12, 1952, at 2:00 P.M., in the Douglas County Court House, at Roseburg, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

Joseph Larkin, Attorney, Portland, Oregon
Edwin L. Graham, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

Wally M. Hector, County Engineer, Roseburg,
Oregon
In behalf of Douglas County

J. W. DeSouza, Attorney, Salem, Oregon
In behalf of Oregon State Highway
Commission

On June 9, 1919, the Public Service Commission of Oregon issued its Order No. 512, Docket F-802, authorizing the construction of an overcrossing over the tracks and right of way of Southern Pacific Company in Section 20, Township 21 South, Range 4 West, Willamette Meridian, Douglas County, Oregon, and subsequent thereto an overcrossing structure was constructed and continuously used and traveled by the public as part of Highway U. S. 99, otherwise known as Pacific Highway. Pursuant to an agreement entered into with Southern Pacific Company at time of construction of the overcrossing,

1

this structure, known as the "Comstock Overcrossing", was to be abandoned and destroyed and the parts thereof removed from the right of way of Southern Pacific Company upon the discontinuance of the use of the structure as part of a public thoroughfare.

The Oregon State Highway Commission is now engaged in the construction of a portion of a revised location of the Pacific Highway in this vicinity, and in connection therewith it will be necessary and desirable to remove, eliminate and abandon the Comstock Overcrossing structure authorized by P.S.C. Oregon Order No. 512.

Evidence was adduced on behalf of parties in interest, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

A connection between the existing Pacific Highway and the revised location will be constructed at a point approximately 1.2 miles south of the existing crossing.

There are ten family dwelling units between the existing overcrossing and the proposed connection at Curtin, the occupants of which can be adequately and reasonably served by the said connection at Curtin as evidenced by an expression of consent to and the approval of the elimination of the existing overcrossing signed by ten of the residents.

The petitioner proposes that the details incidental to the removal of the overcrossing structure together with the costs thereof will be arranged for and borne by the parties in interest.

During the progress of the work of removal of the overcrossing structure, the vertical clearance above top of rail may be reduced to 20 feet and 0 inches, which will constitute an impairment of the standard clearance as set forth under P.S.C. Oregon Order No. 99 and such impairment should be authorized.

From the foregoing it is concluded that the application of Oregon State Highway Commission is reasonable and in the public interest, and should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, to remove the existing overcrossing structure over the tracks and right of way of Southern Pacific Company near Comstock, in the Northeast Quarter of Section 20, Township 21 South, Range 4 West, Willamette Meridian, in Douglas County, Oregon, and to vacate and abandon said crossing is granted; and it is further

ORDERED that the costs incidental to the removal, vacation and abandonment of the overcrossing structure be borne by Oregon State Highway Commission; and it is further

ORDERED that Southern Pacific Company and Western Union Telegraph Company be reimbursed for all costs necessary to the rearrangement of telegraph and signal lines, removal of right of way fences, together with the costs necessary to the restoration of these facilities after completion of the project, and the costs of providing such watchmen and flagmen as may be necessary to protect and safeguard Southern Pacific Company and Western Union Telegraph Company operations during the progress of the work of demolition and restoration as provided for by General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto; and it is further

ORDERED that such impairment to the standard vertical clearance as set forth in P.S.C. Oregon Order No. 99 as may become necessary during the process of demolition is hereby authorized.

Made and entered this 15th day of December, 1952.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

NOTE
W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1952

SUBJECT:

Pax 67 - Comstock Overcrossing (Removal)
Douglas County

To:

MEMORANDUM TO FILE:

Hearing on this matter was held in the County Court House at Roseburg at 2:00 P.M. on Wednesday, November 12, 1952, before C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner.

Douglas County was represented by Wally Hector, County Engineer; Southern Pacific Company was represented by Edwin L. Graham; and the State Highway Commission was represented by the writer.

The only witness placed on the stand by me was Tom Edwards, Division Engineer, Roseburg, who testified regarding the general nature of the project and the desirability of the elimination of the existing structure. Exhibit No. 1 placed in evidence consisted of Sheet No. 9 of the Federal Aid plans for the Divide-Anlauf Unit of the Divide-Rice Hill Section. On this print there is reflected in yellow the additional ramps which would have to be constructed if the present structure remains in place and is extended. There is also reflected by red arrows the circuitry of travel which would be necessary for south-bound traffic desiring to get on to the existing Pacific Highway south of the Comstock structure.

Exhibit No. 2, placed in evidence by Mr. Edwards, is an estimate of the cost to retain the present overcrossing in service. There are two alternate plans. Alternate A being estimated to cost \$118,400 and alternate "B" estimated to cost \$134,100.

After Mr. Edwards left the stand, I offered in evidence a joint communication to the Highway Commission which had been secured by Mr. E. J. Benner, Right of Way Agent. With one exception, this shows all of the property owners and residents between the overcrossing and Curtin as being in favor of the elimination of the existing railroad structure. The one exception could not be located nor could he be located in December of 1951.

It is anticipated that an order will be issued in due course permitting and authorizing the removal of the existing structure. It was explained clearly in my opening statement that the entire case of the Highway Commission was predicated upon the theory that no public railroad crossings are contemplated between the existing structure and the county road at Curtin so that the issue was clear-cut.

cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. E. A. Collier
Mr. F. B. Crandall
Mr. Tom Edwards

J. W. DeSOUZA
Assistant Counsel

NOV 19 1952

RECEIVED
FORM 2-192X 22M 11-51
FOR FILING

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND



OREGON
STATE HIGHWAY DEPARTMENT
SALEM
April 10, 1952

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

3893

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

File L-57
Comstock Overcrossing

Dear Mr. Hopkins:

Under date of January 10, 1952, I wrote to you regarding the possibility of eliminating the existing Comstock Overcrossing in Douglas County constructed under the authority of P.S.C. Order No. 512.

To date, no reply appears to have been received to the communication and this letter is written to inquire as to whether or not the matter has been given sufficient study to indicate the attitude which will be taken, or the support which can be given by Southern Pacific Company.

Very truly yours,

C. W. ENFIELD

NOTED
W. C. WILLIAMS

By

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. Frank McColloch, Atty.
Southern Pacific Co.
Pacific Bldg., Portland, Ore.
Mr. Walker Paul
Ass't to Chief Engineer
Southern Pacific Co.
65 Market St., San Francisco, Calif.
Mr. W. C. Williams ✓
Mr. G. S. Paxson

10-2051-108 Veterans Administration 1953
#3894 (Rosenberg) Fuchin, Proi.
at Veterans Hospital

10-2051-408 Veterans Administration 1953
#3894 (Roseburg) Fencing Proj.
at Veterans Hospital

OREGON STATE HIGHWAY DEPARTMENT

(date)

Sept. 4, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3894

2-final

San Jose Steel Co., Inc.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

17302

R-75420

\$ 500.00

9/3/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Blair
ACCOUNTING DIVISION

Specified completion Date: **June 30, 1953**

Time Extensions: **None**

Completion Date: **June 25, 1953**

Date Accepted: **Aug. 6, 1953**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **9-29-53**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wicklander

MAILED ON CARD

9-29-53

RECEIVED
JUL 31 1953
FOR FILING

11-2-53
2721

July 30, 1953

Indemnity Insurance Co. of North America
Philadelphia 1
Pennsylvania

Gentlemen:

State Highway Contract No. 3894 for work performed on the Veterans Administration Fencing Project at Roseburg, Douglas County, was completed by the contractor, San Jose Steel Co., Inc., on June 25, 1953 but has not as yet been accepted by the Commission.

Final payment in the amount of \$500.00 will be released to the contractor after acceptance of the project by the Commission. The total contract amount is \$7,924.33 and no force account work was performed on the job.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Stevens & Brewster
American Bank Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

10-11-1-118
38

July 21, 1953

San Jose Steel Company
723 N. Tillamook Street
Portland, Oregon

Attention: Mr. G. Gray

Gentlemen:

Please refer to your letter of July 13, 1953, and our reply of July 14, 1953, regarding quantity of fencing on the Veterans Administration (Roseburg) Fencing Project, Contract No. 3894.

A careful check and remeasure of fencing constructed on the above project has been made. The remeasure shows 3,400.7 lin. feet of fencing, which was allowed as 3,401 lin. feet.

The final voucher, based on these figures, is being prepared and will be sent to you for execution in the near future.

Very truly yours,

R. H. Baldeck
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

RECEIVED

FOR FILING

July 13, 1953

Indemnity Insurance Co. of North America
F. F. Owen, Manager
222 Sansome St.
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to San Jose Steel Co., Inc. in connection with contract No. 3894, covering Veterans Administration Fencing Project at Roseburg on the Pacific Highway, Douglas County.

This payment, in the amount of \$7,424.33, will be released to the contractor on or after July 23, 1953. The retained percentage is \$500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Stevens & Brewster
American Bank Bldg.
Portland, Oregon

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 26, 1953

Section Veterans Administration Roseburg Kind of work Fencing
 Highway Pacific Section prefix 10-251-408
 Contractor San Jose Steel Co. Inc. Contract number 3894
 Date of contract April 6, 1953 Date of completion June 30, 1953
 Date work started May 18, 1953 Estimated date of completion June 25, 1953
 Amount of contract \$7,968.60 Per cent of time elapsed 99%
 Estimated cost of completed project, exclusive of engineering \$7,924.33
 Per cent of contract completed, based on total contract price 100%
 Engineering cost to date \$360.00, 41% Date project was completed 6-25, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

San Jose Steel Company completed thier project on thursday of
this week

NOTED
FORREST COOPER

NOTED
RAY WEBER

NOTED
B. A. MARTIN

Signed

Clay M. Cornett

Address

Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

RECEIVED
- 1953
FOR FILING

17-1-1-1

June 8, 1953

San Jose Steel Co., Inc.
723 N. Tillamook St.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3894, which was awarded to you on April 8, 1953 by the State Highway Commission, for fencing on the Veterans Administration Fencing Project at Roseburg, Douglas County.

An executed copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl. 1

--

RECEIVED
163
FOR FILING

12 - 1-4-53

April 10, 1953

San Jose Steel Company, Inc.
723 North Tillamook
Portland, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contract No. 3894 for the Veterans Administration Fencing Project near Roseburg on the Pacific Highway in Douglas County. This award was based on your bid of \$7,968.60 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

al
encl
cc

H. G. Smith
S. H. Probert
W. M. Franswa SIAC

#3895 18-1055 Spring Creek Hill-Jobert Sec., 1953
The Dalles-California Hwy.

RECEIVED

R. H. Baldock

October 19th, 1954

Spring Creek Mill Section
Contract #3895

FINAL COST ANALYSIS
Paving
Warren Northwest, Contractor
J. G. Toole, Resident Engineer

The Dalles-California Highway
Prefix 18-1055

18-1055
Item
5075

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Class "B" Asphaltic Concrete in Patching	244.54	Ton	\$6.10	\$6.026	\$ 1,473.60	\$ 1,491.69
Class "B" Asphaltic Concrete	26,213.82	"	5.85	5.824	152,672.81	153,350.85
Preparation of Shldrs.	12	Mile	100.00	108.10	1,297.22	1,200.00
Aggregate in Shoulder Oiling	2,827	Cu. Yd.	3.75	3.47	9,805.59	10,601.25
150-200 Asphalt in Shoulder Oiling	198.02	Ton	38.00	39.34	7,789.13	7,524.76
RS-1 Emulsion in Shoulder Oiling	54.17	"	45.00	47.56	2,576.39	2,437.65
PA #1, 3/4"-0" Rock in Shoulders	6,938	Cu. Yd.	2.90	2.80	19,434.45	20,120.20
PA #1, Sprinkling	199.07	M/Gal.	3.00	2.81	558.59	597.21
PA #2, Purchase Excess 85-100	5.735	Ton	30.00	30.00	172.05	172.05
PA #2, Purchase Excess 150-200	0.944	"	42.00	42.00	39.65	39.65
PA #2, Purchase Excess 1 1/4"-3/4" Crushed Rock in Stockpile	118.2	Cu. Yd.	2.50	2.06	243.49	295.50
PA #2, Purchase Excess 3/4"-1/2" Crushed Rock in Stockpile	36.6	" "	2.50	2.06	75.40	91.50
PA #2, Purchase Excess 1/2"-1/4" Crushed Rock	25.6	" "	2.50	2.06	52.74	64.00
PA #2, Purchase Excess 1/4"-#10 Crushed Rock	708.4	" "	2.50	2.06	<u>1,459.30</u>	<u>1,771.00</u>
					\$197,650.41	\$199,757.31

NOTED

Gross Revenue	\$199,757.31
Total Cost	<u>197,650.41</u>
Net Profit	\$ 2,106.90

Net Profit Equals 1.05% of Gross Revenue

Spring Creek Hill-Lobert
Warren Northwest, Inc.

Detail of Cost

Labor:

Labor & Supervision	\$42,315.29	
Labor Insurance	<u>2,837.79</u>	
		\$ 45,153.08

Materials:

85-100 Asphalt	1,699.65 Tons at \$27.137	\$46,123.40	
	(Including Freight)		
150-200 Asphalt	198.964 Tons at \$27.15	5,401.87	
	(Including Freight)		
RS-1 Emulsified Asphalt	54.17 Tons at \$29.66	1,606.61	
	(Including Freight)	<u> </u>	
			53,131.88

Equipment Rentals & Misc. Expense:

Equipment Rentals (Owned)	\$40,597.00	
Hired Trucks (Incl. Operators)	31,177.00	
Gas, Oil & Grease	6,867.50	
Fuel Oil	7,351.68	
P.L. & P.D. Insurance	528.93	
Freight & Cartage	5,475.54	
Small Tools & Misc. Supplies	1,701.00	
Bond	1,198.00	
Home Office & General Overhead	<u>4,468.80</u>	
		<u>99,365.45</u>

Total Cost		\$197,650.41
----------------------	--	--------------

Breakdown of Crushing Cost

	Cost	Cu. Yds.	Unit Cost
Clearing & Leveling Plant Site	\$ 2,479.23	33,143	\$0.075
Move In & Set Up	7,463.31	33,143	0.225
Doze to Crusher	10,973.59	33,143	0.331
Crushing	<u>29,421.85</u>	33,143	<u>0.887</u>
Cost in Bunker	\$50,337.98	33,143	\$1.518

The crushing plant operated 408 hours for an average production of 81.2 cu. yds. per working hour.

Spring Creek Hill-Lobert Section

Breakdown of Class "B" Asphaltic Concrete

	Cost	Tons	Unit Cost
Move In & Set Up	\$ 6,202.01	26,458.36	\$0.234
Feed Aggregate Into Dryer	3,699.96	26,458.36	0.139
Heat & Mix	30,933.00	26,458.36	1.169
Haul to Street	20,617.53	26,458.36	0.779
Flag & Street Work	10,645.98	26,458.36	0.402
Cost of Aggregate	35,983.37	26,458.36	1.36
Cost of Asphalt Incl. Freight	<u>46,123.40</u>	26,458.36	<u>1.743</u>
	\$154,205.25	26,458.36	\$5.826

A 4,000 lb. per batch paving plant operated 264 hours to produce 26,458.36 tons, an average of 100.2 tons per working hour.

Remarks:

This was a "State Project". The contract, calling for the construction of 12 miles of asphaltic concrete pavement and the construction of 12 miles of oil mat wearing surface, Type O-11 Modified, on highway shoulders. This project was bid April 8th, 1953, and completed October 15th, 1953.

On May 26th, 1953, the contractor moved in a T.D. 18 cat and D-8 cat and dozer and started clearing and leveling for the crushing and paving plant setup. Then on June 15th, the contractor moved a 4-crusher plant into the talus pit located on the easterly side of and adjacent to the Crater Lake Highway at M.P. 97.31. The crushing plant started crushing June 29th, 1953, and completed all crushed materials August 1st, 1953. A D-7 cat dozer and D-8 cat dozer were used in pushing talus to the crushing plant. After the first week of work the crushing plant operated 2 shifts per day (one 8-hour and one 7 1/2-hour). Note: The talus in this pit is about used up, and any further jobs from this pit will require drilling and shooting. Rejects from this pit ran about 60%.

Then on July 23rd, 1953, the contractor started moving in a 4,000-lb. hot plant adjacent to the stockpile at the quarry site. Paving was started August 5th, 1953, and completed September 16th, 1953. All asphalt was shipped in tank cars from the Bay District to Chiloquin, then hauled in the contractor's own transports to the paving plant (about 6.4-mile haul). The paving plant operated 264 hours for an average of 100.2 tons per working hour.

The shoulder oiling was done with the following equipment: One #12 cat blade, one 10-ton roller, one 1,500-gal. distributor, ten 6 cu. yd. trucks and one 3/4 cu. yd. shovel. Progress was not too good on shoulder oiling due to equipment breakdown and inexperienced help. This item shows a loss.

Due to a large amount of rejects from all crushed materials, low production on crushing and high costs on shoulder oiling, the contractor realized a very small profit from this project.

Oscar Cutler
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
FEB 10 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 8, 1954

(CONTRACT NO.)

17-1055

(EST. NO.)

5-final

(CONTRACTOR)

WARREN NORTHWEST, INC.

(VOUCHER NO.)

1997

(WARRANT NO.)

R-86839

(AMOUNT)

\$ 6,081.96

(DATE)

2/4/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: Extended to Oct. 30, 1953 without penalty

Completion Date: Oct. 15, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-9-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

a. a. Wicklander

RECEIVED
FOR FILING

12-1-54
2-2-54

January 26, 1954

United States Guarantee Company
90 John Street
New York 38, N. Y.

Gentlemen:

State Highway contract No. 3895 for work performed on the Spring Creek Hill-Lobert Section of the The Dalles-California Highway in Klamath County was completed by the contractor, Warren Northwest, Inc., on October 15, 1953, and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of \$6,081.96 will be released to the contractor on or after February 5, 1954. The total contract amount is \$192,757.31, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc: Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

NOTED ON CARD

1-26-54

RECEIVED
FOR FILING

November 16, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 29, 1953, had under discussion your request for an extension of time from September 30 to October 30, 1953 within which to complete your contract No. 3895, for paving on the Spring Creek Hill-Lobert Section of the The Dalles-California Highway in Klamath County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

21

cc: Wm. A. Chandler,
Division Engineer

J. G. Toole,
Resident Engineer

H. G. Smith,
Construction Engineer

ED
FOR
11-2-53

November 2, 1953

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 3895, for paving on the Spring Creek Hill-Lobert Section of The Dallas-California Highway in Klamath County.

This payment, in the amount of \$16,810.70, will be released to the contractor on or after November 12, 1953. The retained percentage is \$5,989.96.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

21

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

11-2-53.8

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 31, 1953

Section Spring Creek Hill Lobert Kind of work Paving
 Highway The Dalles - California Section prefix 18-1055
 Contractor Warren Northwest, Inc. Contract number 3895
 Date of contract April 8, 1953 Date of completion September 30, 1953
 Date work started May 25, 1953 Estimated date of completion October 15, 1953
 Amount of contract \$ 208,875.00 Per cent of time elapsed 109.7 %
 Estimated cost of completed project, exclusive of engineering \$ 208,875.00
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 14,000.00, 88 % Date project was completed October 15, 1953

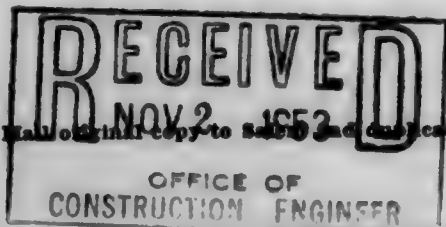
General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The moving of equipment has been completed and work on project is complete.

Final Report

NOTED
H. G. SMITH

NOTED
FORREST COOPER



Signed [Signature]
 Resident Engineer
 Address P.O. Box 1090, Klamath Falls, Oregon

Mail original copy to Bureau and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		12.0		12.0	12.0
Miles partially completed					
Miles completed		12.0		12.0	12.0
Total estimated quantities		5,000 C.Y.		414-T 2,630 C.Y.	28,700
Estimated quantities moved or placed to date		6,930 C.Y.		252-T 2,820 C.Y.	26,450-T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & Mild		
Monday	" " "		
Tuesday	" " "		
Wednesday	" " "		
Thursday	" " "		
Friday	" " "		
Saturday			

RECEIVED
FOR FILING

October 8, 1953

Oregon State Highway Commission

Request for extension of time
No. 6
October 29 and 30 Meeting

Memorandum

Herewith request from the Warren Northwest Company, Inc. for an extension of time on the Spring Creek Hill-Robert Paving Contract No. 3895 from September 30, 1953 to October 30, 1953.

All paving was completed by the specified completion date, but the placing of shoulders and final cleanup were delayed because of inclement weather during September.

There has been no inconvenience to the public or added expense to the State, and I recommend the extension be granted without penalty.

Very truly yours,

E. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
MAY 7 1953
FOR FILING

May 6, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, six fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3887, for grading and paving on the Canby (S. 4th Ave.) Section in Clackamas County, awarded April 8, 1953.

Contract No. 3888, for grading and paving on the Hubbard ("D" St.) Section in Marion County, awarded April 8, 1953.

Contract No. 3895, for paving on the Spring Creek Hill-Lebert Section of The Dalles-California Highway in Klamath County, awarded April 8, 1953.

Contract No. 3914, for paving on the Hayesville School-Battle Creek Junction Unit, Salem By-pass Section of the Pacific Highway East in Marion County, awarded April 9, 1953.

Contract No. 3915, for paving on the 92nd Avenue-Fairview Section of the T. W. Banfield Expressway in Multnomah County, awarded April 9, 1953.

Contract No. 3920, for paving on the Silets (Buford Avenue) Section in Lincoln County, awarded April 14, 1953.

Copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
enclé.

RECEIVED
APR 11 1953
FOR FILING

April 10, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contract No. 3895 for paving on the Spring Creek Hill-Lobert Section of The Dalles-California Highway in Klamath County. This award was based on your bid of \$199,880.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

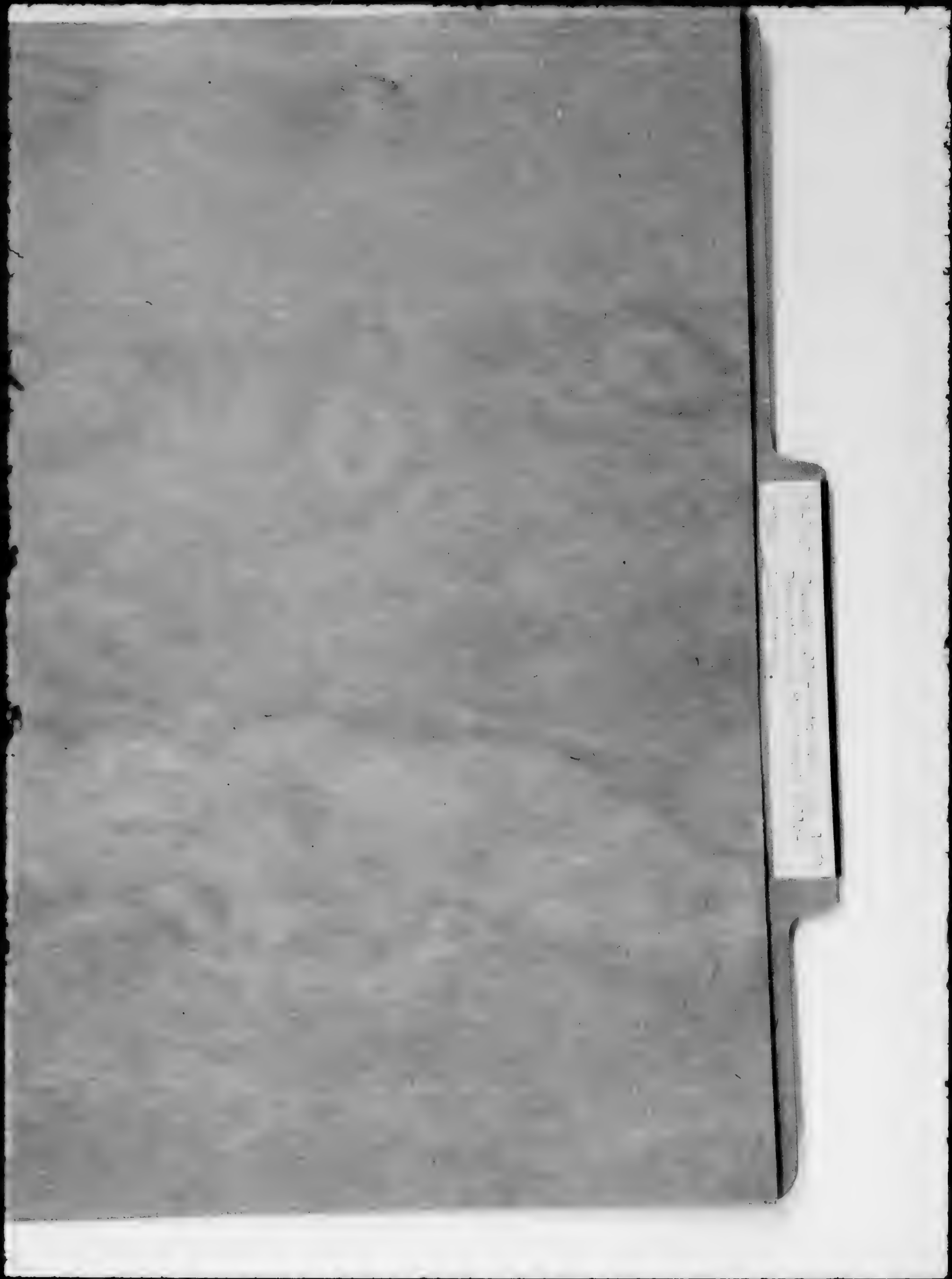
H. B. Glalayer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl
cc

H. G. Smith
S. H. Probert
W. M. Franswa SIAC



RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

Jan. 19, 1954

(CONTRACT NO.)

18-831

3896

(VOUCHER NO.)

455

(EST. NO.)

4-final

(WARRANT NO.)

R-85067

(CONTRACTOR)

Rogers Constr. Co.

(AMOUNT)

\$ 2,782.88

(DATE)

1/18/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Handwritten signature
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1953

Time Extensions: None

Completion Date: Oct. 27, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized

Handwritten signature
H. B. Glaisyer
Secretary

Warrant Mailed:

21 1954

NOTED ON CARD

121-54-28

RECEIVED

FOR FILING

17-1-13
307

January 7, 1954

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 3896 for rock production on the Klamath Falls-Booth Park Section of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties was completed by the contractor, Rogers Construction, Inc., on October 27 and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of \$2,782.88 will be released to the contractor on or after January 18, 1954. The total contract amount is \$82,912.23, of which amount \$231.00 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

1-7-54

RECEIVED
DEC 1 - 1953
FOR FILING

18-8312
3276

November 27, 1953

Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc., on Contract No. 3896 covering rock production on the Klamath Falls-Booth Park Section of the Klamath Falls-Lakeview Highway in Klamath and Lake counties. This payment in the amount of \$40,485.25 will be made to the contractor on or after December 7, 1953. The retained percentage is \$2,478.23.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc - Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD

11-27-53

RECEIVED
DEC 1 - 1953
FOR FILING

18-8313
3896

November 27, 1953

Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc., on Contract No. 3896 covering rock production on the Klamath Falls-Booth Park Section of the Klamath Falls-Lakeview Highway in Klamath and Lake counties. This payment in the amount of \$40,485.25 will be made to the contractor on or after December 7, 1953. The retained percentage is \$2,478.23.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc - Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD

11-27-53, AS

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 7, 1953

Section Klamath Falls - Booth Park Kind of work Rock Production
 Highway Klamath Falls - Lakeview Section prefix 18-8313
 Contractor Rogers Construction Co. Contract number 3896
 Date of contract April 8, 1953 Date of completion October 31, 1953
 Date work started August 3, 1953 Estimated date of completion October 31, 1953
 Amount of contract \$ 94,363.50 Per cent of time elapsed 98 %
 Estimated cost of completed project, exclusive of engineering \$ 94,363.50
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 5,000.00, 69 % Date project was completed October 27, 1953

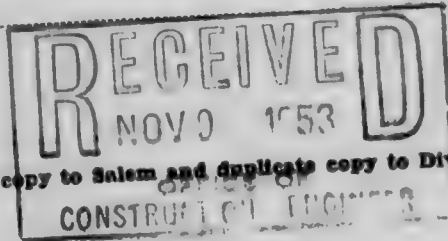
General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on contract is now complete. The moving of equipment was completed on
October 31 and final estimate was submitted on Nov. 5.

FINAL REPORT

NOTED
H.G. SMITH

FORREST CO.



Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Signed [Signature]

Resident Engineer

Address P. O. Box 1090, Klamath Falls, Oregon

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed			25,000 C.Y.		
Total estimated quantities			25,835 C.Y.		
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy and Rain		
Monday	Cloudy and Rain ith showers		
Tuesday	Cloudy and mild		
Wednesday	Fair and mild with fog		
Thursday	Cloudy and Cold		
Friday	Cloudy and Cold with light snow flurries		
Saturday			

RECEIVED
MAY 15 1953
FOR FILING

May 14, 1953

Rogers Construction Co.
11760 N. E. Olisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith, for your records and files,
two fully executed copies of contracts which were awarded
to you by the State Highway Commission, as follows:

Contract No. 1896, for rock production on
the Klamath Falls-Booth Park Section of the
Klamath Falls-Lakeview Highway in Klamath and
Lake Counties, awarded April 8, 1953.

Contract No. 3903, for rock production on
the Ochoco Reservoir-Wheeler County Line Section
of the Ochoco Highway in Crook County, awarded
April 9, 1953.

Executed copies of the above contracts are also
being sent to the surety on your performance bond.

Very truly yours

H. B. Olaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encls.

RECEIVED
1953
FOR FILING

18-9313

April 10, 1953

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contract No. 3896 for the Klamath Falls-Booth Park Rock Production Project on the Klamath Falls-Lakeview Highway in Klamath and Lake Counties. This award was based on your bid of \$88,300.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

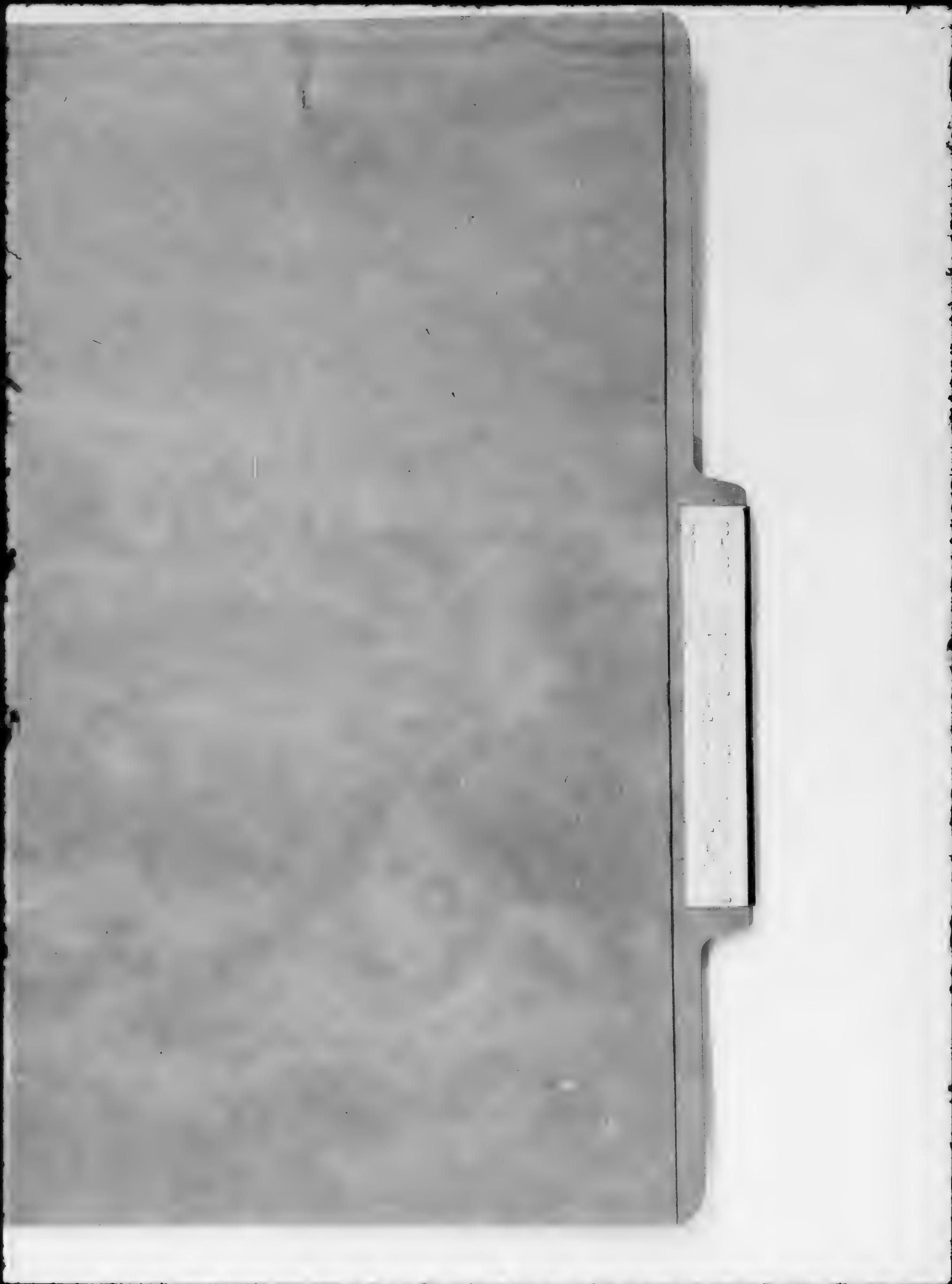
H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

al
encl
cc

H. G. Smith
S. H. Probert
W. M. Franswa SIAC



RECEIVED
FOR FILING

R. H. Baldock

March 19th, 1954

Juntura-Vale Section
Contract #3897

FINAL COST ANALYSIS
Babler Bros., Inc., Contractor
L. C. Johnson, Resident Engineer

Central Oregon Highway
Prefix 23-4215

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	66.80	Mile	\$50.00	\$13.48	\$ 900.49	\$ 3,340.00
Placing Aggregates	14,202	Cu. Yd.	0.90	0.73	10,379.08	12,781.80
Hauling "	37,392	Yd. Mi.	0.15	0.144	5,369.15	5,608.80
Furnish & Place 150-200 Asphalt	1,321.60	Ton	42.00	40.62	<u>53,680.40</u>	<u>55,507.20</u>
					\$70,329.12	\$77,237.80

Gross Revenue \$77,237.80

Total Cost 70,329.12

Net Profit \$ 6,908.68

Net Profit Equals 8.9% of Gross Revenue

Babler Bros., Inc.

Detail of Cost

Labor:

Labor & Supervision	\$8,688.55	
Labor Insurance	<u>460.48</u>	\$ 9,149.03

Materials:

150-200 Asphalt	1,321.6 Tons at \$22.50	\$29,535.19	
Freight on Asphalt	1,321.6 " " 13.97	<u>18,459.50</u>	47,994.69

Equipment Rentals, Supplies & Misc.:

Equipment Rentals (Owned)	\$5,873.10	
Hired Trucks (Without Operators)	1,999.50	
Gas, Oil & Grease	2,427.00	
P.U.C. Fees	87.00	
P.L. & P.D. Insurance	97.31	
Small Tools, Supplies & Misc.	176.20	
Bond	476.89	
Home Office & General Overhead	<u>2,048.40</u>	13,135.40

Total Cost		\$70,329.12
----------------------	--	-------------

Remarks:

This was a "State Project", the contract calling for the reoiling of the Juntura-Vale Section of the Central Oregon Highway with Type D-4-30 oil mat wearing surface. The project was bid April 8th, 1953. Work started July 29th, 1953, and was completed August 12th, 1953.

Equipment used by the contractor included two 1,250-gallon distributors, three 6-ton rollers, two blades, two D-4 cat overshoot loaders, six 6 cu. yd. company-owned trucks, six 6 cu. yd. hired trucks and one 5,000-gallon oil storage tank.

This was the first reoiling contract where the contractor used two distributors. After the first distributor was far enough ahead with the first spread of oil, the second distributor brought up the next course. One blade and six trucks worked with each distributor. Two flagmen and one pilot car took care of both distributors. One 6-ton roller was used full time and two when required.

Asphalt was shipped from Portland in insulated transport trucks. No reheating was required after the asphalt reached the job.

Good supervision and equipment, good progress with fair bid prices allowed the contractor a nice profit.

E. H. Clymer
Chief Cost Analyst

By . . K. T. Wechter

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 15, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3897

3-final

Babler Bros. Inc.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

20015

R-78206

\$ 2,317.13

10/15/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

as Wicklander
ACCOUNTING DIVISION

Specified completion Date: **Sep. 15, 1953**

Time Extensions: **None**

Completion Date: **Aug. 18, 1953**

Date Accepted: **Sep. 24, 1953**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **10-16-53**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Floyd Query

Warrant Mailed:

OCT 16 1953

as Wicklander

NOTED ON CARD

10-19-53

RECEIVED
FOR FILING

October 2, 1953

Peerless Casualty Co.
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3897, covering the Juntura-Vale Reoiling Project on the Central Oregon and Vale-West Highway in Malheur County, was completed by the contractor, Babler Bros., Inc., on August 18 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of \$2,317.13 will be released to the contractor on or after October 12, 1953. The total contract amount is \$77,237.80 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

10-2-53 51

RECEIVED
FOR FILING

22-4215

September 16, 1953

Peerless Casualty Company
Rathbone, King & Sealey
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc. on contract No. 3897, for the Juntura-Vale Reoiling Project on the Central Oregon and Vale-West Highways in Malheur County.

This payment, in the amount of \$34,975.97, will be released to the contractor on or after September 26, 1953. The retained percentage is \$2,317.13.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

21

cc: Peerless Casualty Co.
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

9.16.53

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

23-4215

For Week Ending August 29, 19 53

Section Juntura-Vale Kind of work Re-Oiling
 Highway Central Oregon and Vale west Secondary Section prefix 23-4215
 Contractor Babler Bros., Inc. Contract number 3897
 Date of contract April 8, 19 53 Date of completion September 15, 19 53
 Date work started July 29, 19 53 Estimated date of completion , 19
 Amount of contract \$ 124,431.29 Per cent of time elapsed %
 Estimated cost of completed project, exclusive of engineering \$ 112,600.78
 Per cent of contract completed, based on total contract price 100%
 Engineering cost to date \$ 1970, 21% Date project was completed August 18, 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

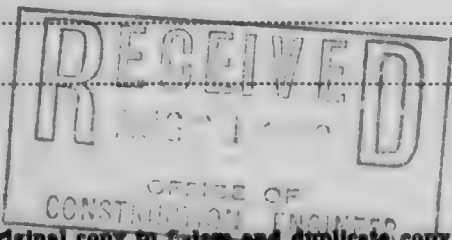
2 men in office part of week checking books and preparing semi-final estimate.

Estimate completed and awaiting return of resident from vacation before submittal.

Will be submitted August 31.

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

Signed L.C. Johnson by: [Signature]Address Ontario, Oregon

Mail original copy to and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				66.80	
Miles partially completed					
Miles completed				66.80	
Total estimated quantities				1321.6 tons 14208 c.y.	
Estimated quantities moved or placed to date				"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants,
Compressors, Bulldozers, Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
MAY 7 1953
FOR FILING

30-1115
3097

May 6, 1953

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on April 8, 1953 by the State Highway Commission, as follows:

Contract No. 3891, covering Division 4 Recoiling Project on seven State Highways in Deschutes, Harney, Klamath, Lane, Sherman, Wasco and Crook Counties.

Contract No. 3897, for the Juntura-Vale Recoiling Project on the Central Oregon and Vale-West Highway in Malheur County.

Executed copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encs.

RECEIVED
FOR FILING

4-15
77

Salem, Oregon
April 28, 1953

Mr. H. G. Smith

The plans for oiling on the Juntura-Vale Section call for 200-300 asphalt. We wish to use 150-200 penetration, so please make necessary arrangements in order that the contractor will not order the 200-300 penetration without our knowledge.

W. C. Williams

WCW:me

cc Mr. A. F. Parson

RECEIVED
1953
FOR FILING

April 10, 1953

Babler Brothers
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contract No. 3897 for the Juntura-Vale Reolling Project on the Central Oregon and Vale-West Highways in Malheur County. This award was based on your bid of \$79,482.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

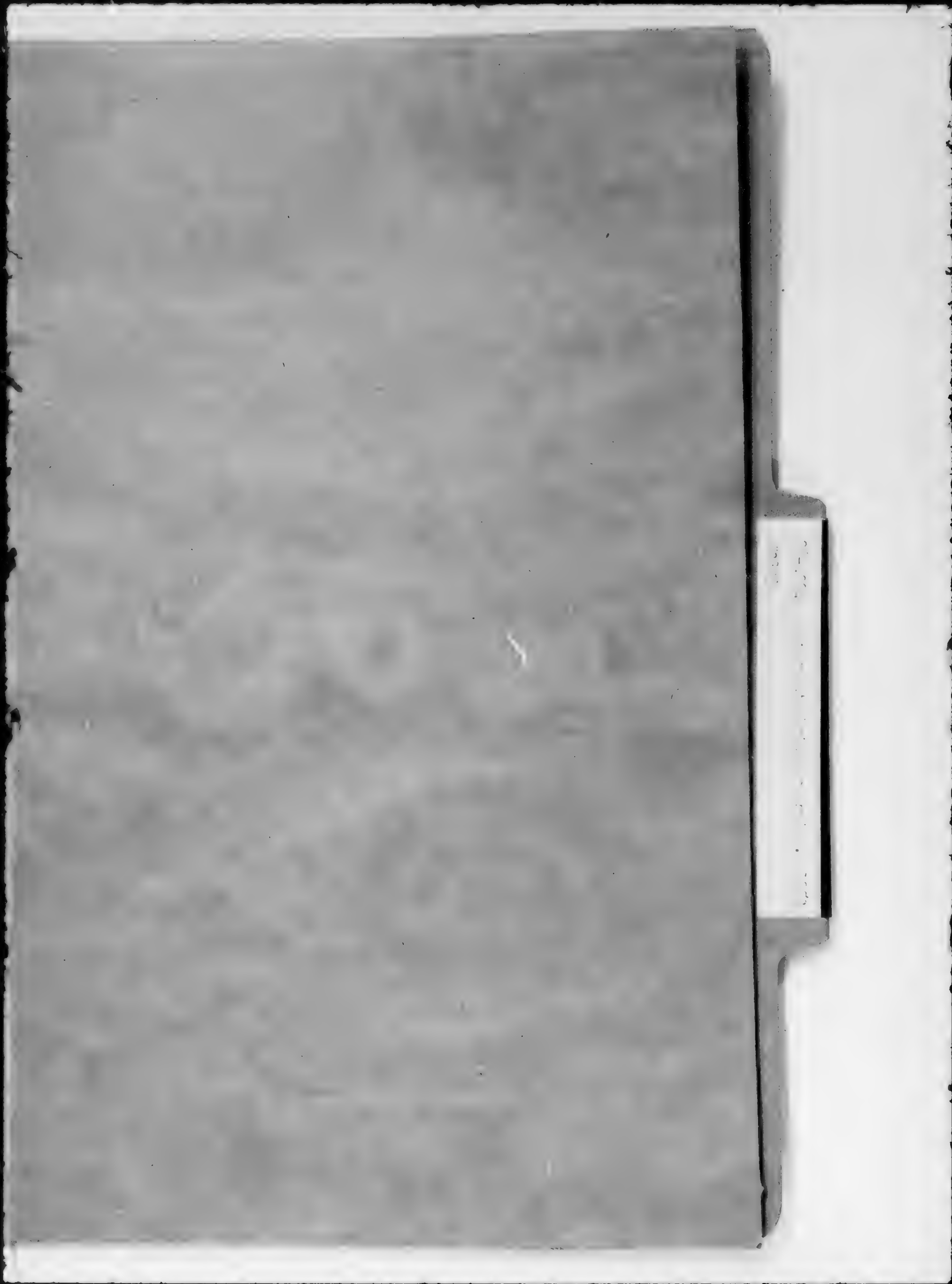
H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl
cc

H. G. Smith
S. H. Probert
W. M. Franawa SLAC



ROY TUCHBREITER

RECEIVED
JAN 29 1954
FOR FILING

file
JOHN E. STIPP
VICE PRESIDENT AND SECRETARY



CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE

CHICAGO, ILLINOIS

January 26, 1954

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Attn: Mr. H. B. Glaisyer, Secretary

Re: Bond #923428
Charles H. Savage and Wm. A. Efraimson,
Co-Partners, d/b/a C. H. Savage Co. -to-
Oregon State Highway Commission
(Painting Interstate Bridge, Pacific
Highway, Multnomah County)

NOTED
H. B. GLAISYER

Gentlemen:

This will acknowledge receipt of your letter dated January 19, 1954 relative to a claim for certain paint damage being asserted by M. J. Vannoy, apparently in connection with the contract for which we furnished the above captioned bond. While we have no information concerning the nature of this claim other than that contained in your letter, apparently this is a matter which more properly falls within the scope of our principal's public liability and property damage policies. However, so far as we know, our principal is responsible, financially and otherwise, and we have requested that he give this matter his attention. It should not be necessary for any interference by the surety or reference to the bond.

FILED
F. QUERY.

Yours very truly,

Norbert A. Drake

Norbert A. Drake
Surety Claim Dept.

NAD/mg



RECEIVED
JAN 22 1954
FOR FILING

2
flws

100-11114
2878

January 19, 1954

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter from Public Employees Mutual Insurance Company, 325 Eastlake Avenue, Seattle 9, Washington. They state that Earle J. Vanocy, insured in their company, suffered paint damage on the Interstate Bridge at Portland apparently during the painting operations of C. H. Savage Company on State Highway Contract No. 3892.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAcc:ad

cc - Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

C. A. Tomassone & Sons
614 Wilcox Building
Portland 4, Oregon

C. H. Savage Co.
4126 S. E. Milwaukie Avenue
Portland, Oregon

RECEIVED
JAN 22 1954
FOR FILING

Lewis

January 19, 1954

Public Employees Mutual Insurance Co.
325 Eastlake Avenue
Seattle 9, Washington

Attention: Mr. Eugene E. Sedille, Jr.
Claims Manager

Gentlemen:

This is in reply to your letter of January 13 concerning your Claim File No. 3930 for Merle J. Vannoy, insured.

C. H. Savage Company, 412 Southeast Milwaukie Avenue, Portland, was awarded State Highway Contract No. 3898 for painting the Interstate Bridge across the Columbia River between Portland and Vancouver. This contract was completed on October 5, 1953, and accepted by the Commission October 29, 1953.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md



PUBLIC EMPLOYEES

Mutual Insurance Company - Mutual Casualty Company

325 EASTLAKE AVENUE

SEATTLE 9, WASHINGTON

SENECA 7828

ROBERT J. HANDY, PRESIDENT

January 15, 1954

Oregon State Highway Commission
Salem,
Oregon

3898

Re: Our Claim File #3930
Insured - Merle J. Vannoy
Loss date - July, 1953

Gentlemen:

We have been advised by the Washington State Highway Commission that you awarded the painting contract for the Columbia River Bridge, at Vancouver, from your office.

Would you please forward the name of the contractor to this office, so that we may contact him relative to making claim for paint damage to one of our insured's cars?

We would appreciate your early attention to this matter.

Sincerely yours,

PUBLIC EMPLOYEES' MUTUAL CASUALTY CO.

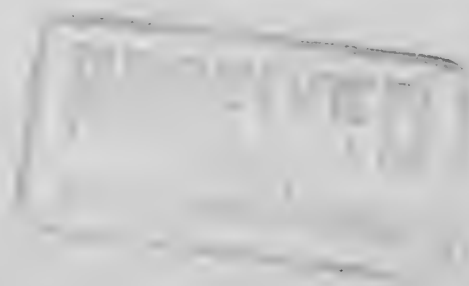
EES/ab

Eugene E. Sedille, Jr.
Eugene E. Sedille, Jr.
Claims Manager

REFERRED TO

Query
BY SECRETARY

repar reply



RECEIVED
NOV 10 1953
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

Nov. 10, 1953

(CONTRACT NO.) 3898

(EST. NO.)

(CONTRACTOR)

3898

6-final

C. H. SAVAGE CO.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

22063

R-80236

\$ 13,440.00

11/10/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

W. H. Glaisyer
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1953

Time Extensions: None

Completion Date: Oct. 5, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-10-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

11-12-53

RECEIVED
OCT 26 1953
FOR FILING

26-4224
3898

October 22, 1953

Mr. P. J. McKay
District Engineer
Washington State Department of Highways
420 Main Street
Vancouver, Washington

Dear Sir:

Receipt is acknowledged of your letter dated October 19, 1953 relative to cash voucher for \$17,572.88 covering the State of Washington's share of the cost of painting done in 1952 on the Columbia River Bridge. The data which you request is as follows:

1952 Contract painting (no State Force) let to Tri State Painting Co., Portland, for painting the lift span and south tower span, estimated at 1200 tons, for a lump sum bid of \$25,000 plus engineering on the contract, amounting to \$1547.76. Contract let March 13, 1952 and completed August 7, 1952. Contract was bid lump sum. There was no unit price but figured on the bid price of \$25,000 for 1200 tons the bid cost is \$20.83 per ton.

1953 Contract painting (no State Force) let to C. H. Savage Co., Portland, for painting all spans from south tower span to Oregon side estimated at 5528 tons, for a lump sum bid of \$76,800, plus engineering on the contract, estimated at \$3100. Contract let April 8, 1953 and although work is complete all the engineering figures are not yet in our books. This contract was also bid lump sum so figured on the bid price of \$76,800 for 5528 tons the bid cost is \$13.89 per ton.

Bid price	\$76,800
Estimated Engr. Cost	3,100
Total	\$79,900
Estimated Washington share	39,950

This job has not been finished so actual bill will vary slightly from this figure.

Your 1953 budget estimates will more than cover both painting jobs, which cost considerably less than our budget estimates.

Mr. P. J. McKay
District Engineer

- 2 -

October 22, 1953

You have an item of \$11,500 set up in your 1953 budget for reconstructing the operator's house. All improvement work has been delayed temporarily pending a determination of what will be done towards the construction of a second interstate bridge. Until more is known we plan to perform only maintenance work on the present structure.

Very truly yours,

R. H. Baldock
State Highway Engineer

By
W. W. Stiffler
Assistant State Highway Engineer

IAD:db

cc- I. A. DeFrance

STATE OF WASHINGTON
ARTHUR B. LANGLEY, GOV. OR



WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON

October 19, 1953

Oregon State Highway Department
9200 S. E. McLoughlin Boulevard
Portland, Oregon

Attention: Mr. De France

Interstate Bridge
PSH No. 1

Gentlemen:

We received your voucher for \$13,273.88 for Washington's share of the painting of the Columbia River bridge in 1952.

As you know, this work was done in our previous biennium (1951/53) and as we have now entered our new biennium as of April 1st, 1953, it will be necessary that we work up estimates of cost and set up funds for the necessary payments.

Please furnish us with data as follows: Tonnage of steel painted; unit price; tonnage of project; whether it was contracted or State Force; also furnish us with quantities, unit price, total cost and whether it is contract or State Force work for any work being done in our present fiscal year - April 1st, 1953, to March 31st, 1954.

As you know, we discussed the program for the interstate bridge with your department and arrived at certain items of work which were included in our budget:

	Washington portion
1. Reconstruct operator's house; in our construction program.	\$11,500
2. In our extraordinary maintenance program; interstate bridge - repaint steel, 5,528 tons	\$65,000
interstate bridge - major repairs to mechanical equipment	\$10,000

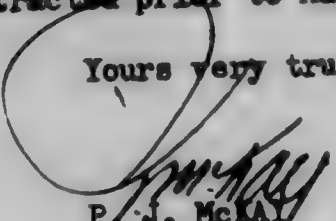
NOTED
W. W. STIFFLER

Oregon State Highway Department - 2 - October 19, 1953

Due to our procedure for budget and location of funds it is necessary for us to obtain an authorized setup for a project for each one of the items listed. It is our plan to include in the steel painting for 1953 the work you performed in 1952. However, we must have both years separate for estimating purposes.

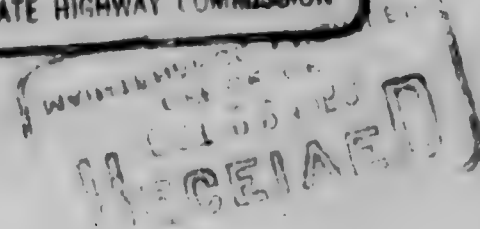
It would be appreciated if you would expedite the furnishing of the above information on work already performed or work to be performed or contracted prior to March 31st, 1954.

Yours very truly,


P. J. McKay
District Engineer

PJM:es

c.c. - Mr. Thomas



RECEIVED
FOR FILING

20-4224
5098

October 22, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3898 for painting the Interstate Bridge on the Pacific Highway, Multnomah County, was completed by the contractor, C. H. Savage Co., on October 5, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$13,440.00 will be released to the contractor after acceptance by the Commission. The total contract amount is \$76,800.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

10-22-53 st

RECEIVED
FOR FILING

21-4224
3898

Lewis

September 29, 1953

Ramacciotti & Ratcliffe
Suite 506 Failing Building
Portland 4, Oregon

Attention: Mr. Robert J. Johnston

Gentlemen:

In reply to your letter of September 28, we can advise that the C. H. Savage Company, 4126 S. E. Milwaukie Avenue, Portland, hold State Highway Contract No. 3898 for painting the Interstate Bridge north of Portland. This contract has not yet been completed.

The Continental Casualty Company through C. A. Tomassene and Sons, 614 Wilcox Building, Portland 4, furnished the performance bond for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

ALBERT L. RAMACCIOTTI
ROBERT E. RATCLIFFE
ROBERT J. JOHNSTON

LAW OFFICES OF
RAMACCIOTTI & RATCLIFFE
ATTORNEYS
SUITE 806 - FAIRING BUILDING
PORTLAND 4, OREGON
ATWATER 9307

September 28, 1953

3898

State Highway Commission
Salem, Oregon

Gentlemen:

We represent a client whose automobile was injured by paint spray on the Interstate Bridge on July 29, 1953, and are endeavoring to establish name and location of contractor doing the job. We would also appreciate determining the liability insurance carrier as shown by your contract records.

Thank you for your assistance.

Very truly yours,

RAMACCIOTTI & RATCLIFFE

By

Robert J. Johnston
Robert J. Johnston

RJJ:ra



James W. [unclear]
noted

RECEIVED
MAY 15 1953
FOR FILING

1-12-1
3898

May 14, 1953

C. H. Savage Co.
4126 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3898, awarded to you on April 8, 1953 by the State Highway Commission, for painting the Interstate Bridge on the Pacific Highway in Multnomah County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
APR 11 1933
FOR FILING

April 10, 1933

C. H. Savage Company
4126 S. E. Milwaukie
Portland, Oregon

Gentlemen:

The State Highway Commission on April 8, 1933 awarded to you State Highway Contract No. 3893 for the painting of the Interstate Bridge over the Columbia River on the Pacific Highway in Multnomah County. This award was based on your bid of \$76,800.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

al
encl
cc

H. G. Smith
S. H. Probert
G. S. Panson
W. M. Franswa SIAC

1

RECEIVED
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)

APRIL 22, 1954

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3899

7=FINAL

FERGUSON CASSADY CO

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

7463

R-92282

\$ 4,293.45

4/21/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1953

Time Extensions: to March 15, 1954 without penalty

Completion Date: March 15, 1954

Date Accepted: May 11, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-19-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

By *Robert Gray*
Assistant Secretary

NOTED ON CARD

5-19-54

RECEIVED
FOR FILING

31-1-17
3317

April 14, 1954

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 3899 for work performed on the Cape Lookout Park Facilities in Tillamook County was completed by the contractor, Ferguson-Cassady Co., on March 15 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$4,293.45 will be released to the contractor after acceptance by the Commission. The total contract amount is \$49,941.73, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
P. E. Fowler, Agent
Equitable Bldg.
Portland, Oregon

NOTED ON CARD

4-14-54

RECEIVED
FOR FILING

37-111
3477

April 9, 1954

Ferguson-Cassady Co.
3324 N. W. Broadway
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on April 1, 1954, had under discussion your request for an extension of time from December 31, 1953 to March 15, 1954 within which to complete your contract No. 3599 for construction of Cape Lookout Park Facilities in Tillamook County.

I am pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:

J. D. Walker,
Division Engineer

George Hanforth,
Resident Engineer

G. M. Paxson,
Assistant State Highway Engineer

RECEIVED
FOR FILING

29-3-5
6-1

March 3, 1954

Oregon State Highway Commission

Request for extension of time
No. 2
April 1 and 2 meeting.

Gentlemen:

Re: Cape Lookout Park Facilities
in Tillamook County
Contract No. 3879

Herewith a request for an extension of time from December 31, 1953, to March 15, 1954, in which to complete the work on the Cape Lookout Park Facilities, Ferguson-Cassady Company, contractor.

This contract was originally let to the Popham Construction Company, but, due to the accidental death of Mr. Popham, it was necessary for his estate to assign the contract to another contractor to complete. This caused considerable delay in the starting time of the job. This delay caused much of the work to extend into the fall rainy season. Heavy rains caused the water table to rise, making it practically impossible to complete the underground electrical work by the completion date. All work has now been completed with the exception of a small amount of electrical installations.

It is recommended that this extension of time be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Haldock
State Highway Engineer

Attached

FMS/cn

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY



OREGON

STATE HIGHWAY DEPARTMENT

SALEM

August 7, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Mr. E. A. Collier
Maintenance Engineer
OFFICE

COPY

Dear Mr. Collier:

We are enclosing five copies of the report of Mrs. Richard T. Winsor covering the accident to the Chevrolet truck belonging to the McLaren School for boys at Woodburn and which was damaged during blasting operation at Cape Lookout.

If there is any further information you require, we shall be glad to furnish it.

Very truly yours,

C. H. Armstrong
State Parks Superintendent

By /s/ Gertrude Chamberlin
Gertrude Chamberlin

GC:er
cc: R. A. Forrest
C. W. Enfield

8-12-53
copied for Stiffler.

NOTED
W. W. STIFFLER

C O P Y

R. A. Forrest:

On July 27 while blasting a stump in the parking area, now under construction at the end of the Cape Lookout road, a piece of this stump hit the Chev. truck belonging to the Woodburn Boys School. The piece of wood hit the right door and cab of the truck bending them in. The truck was 350 ft. from the shot which I considered a safe distance. This was the only piece of wood traveling over 100 ft. The shot consisted of 10 sticks of dynamite. The damage to the truck will amount to approximately \$150.00 or \$200.00. The truck license #E-29-082 (State owned), Motor #A-JCD 165182 - Factory # 6-JSA 1142, Title #1694933. Truck is 1951 model. Accident happened at 11:45 A.M. I can give no explanation as to why this one piece of wood should travel so far.

Yours truly,

R. T. Winsor (Sgd)

R. T. Winsor
Foreman Cape Lookout

C O P Y

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 28, 1953

To: Mr. C. H. Maison
Mr. C. W. Enfield

SUBJECT: Contract No. 3899,
Popham Construction Company
Ferguson-Cassaday Company,
Assignee.

MEMORANDUM TO FILE

The above contract involved the construction of Cape Lookout Park facilities on the Netarts-Cape Lookout Highway in Tillamook County. The bid of Popham Construction Company for the contract was accepted, but prior to execution of the contract, Mr. Popham died. With the consent of the Highway Commission, the entire contract was thereupon assigned to the Ferguson-Cassaday Company. A copy of the assignment is affixed to the contract, and the bond on the contract was executed by Ferguson-Cassaday Company.

On Wednesday, July 22, 1953, the writer received a phone call from Mr. Paul T. Bailey, Attorney for the Popham Estate. Mr. Bailey advised that he had received vouchers for the payment of the first partial payment due on the above contract, together with an assignment of claim made up for the signature of the Popham Estate. Mr. Bailey advised that it was his opinion that since the assignment of the contract was a complete assignment, it was unnecessary to make individual assignments of partial payments, and that furthermore, it was anticipated that the Popham Estate would be closed within the next two or three months.

After consulting with Mr. C. H. Maison, the writer advised Mr. Bailey that it would not be necessary for the assignment to be executed by the Popham Estate, and that in the future payments would be made direct to Ferguson-Cassaday Company.

On Wednesday, July 9, 1953, the writer received a telephone call from Mr. E. N. Ferguson, President of Ferguson-Cassaday Company. Mr. Ferguson stated that he had received the vouchers for the first partial payment, but that he had also received a letter from our Accounting Division stating that in the future it would be necessary for the Popham Estate to execute an assignment of each partial payment. Mr. Ferguson objected strenuously to this proposed procedure.

The writer again consulted with Mr. C. H. Maison, and it was agreed that in the future vouchers would be sent direct to and

Page 2

payable to the Ferguson-Cassaday Company without the necessity of the Popham Estate executing any further assignments.

Mr. Ferguson of Ferguson-Cassaday Company was so advised. Mr. Ferguson then requested that payment on the first voucher be made at the Earliest possible date, inasmuch as it has already been delayed due to the above.

ROBERT L. MAY, JR.
Assistant Attorney

RLM:PRC

RECEIVED
JUN 22 1953
FOR FILING

1-315

June 19, 1953

Ferguson-Cassady Co.
332 1/2 N. E. Broadway
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 3899, which was awarded to Popham Construction Company, assigned to you, by the State Highway Commission, covering Cape Lookout Park Facilities on the Ne-tarts-Cape Lookout Highway in Tillamook County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 4 - 1953
FOR FILING

21-231
3899

June 3, 1953
Salem, Oregon

Mr. C. H. Maison

Dear Mr. Maison;

Attached are two certified copies of the assignment of State Highway Contract No. 3899 by the Estate of R. G. Popham to Ferguson-Cassaday Company.

One of these copies is for the Secretary of State as we understand that his office will require one.

Very truly yours,

Acting Secretary

FAQ:sl

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 29, 1953

SUBJECT: Contract No. 3899

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Mr. Glaisyer:

Enclosed herewith is a fully executed copy of the assignment of Highway Contract No. 3899 by the Estate of R. G. Popham to Ferguson-Cassaday Company. This assignment should be filed with the file copy of the subject contract.

Yours very truly,

C. W. Enfield
C. W. ENFIELD
Chief Counsel

CWE:avh
Encl.

REFERRED TO
SECRETARY

*noted
filed
copy to account 11/1/53*



COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM
May 29, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Mr. Paul T. Bailey
Attorney at Law
1207 S. W. Third Avenue
Portland 4, Oregon

Re: Popham Contract
Contract No. 3899

Dear Mr. Bailey:

This will acknowledge receipt of your letter of May 26, 1953, addressed to Mr. Robert May of this office, with which was enclosed an executed copy of the assignment of Highway Commission Contract No. 3899 by the Estate of R. G. Popham to Ferguson-Cassaday Company, and the undertaking of the Ferguson-Cassaday Company to fully complete and perform all obligations of the contract.

We appreciate your cooperation in this matter and have enjoyed working with you.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - Robert May
H. B. Glaisyer

REFERRED TO
BY SECRETARY

[Handwritten notes and signatures at the bottom of the page, including "for assignment of Popham Contract" and "H. B. Glaisyer"]

STATE OF OREGON)
) ss
County of Marion)

I, Floyd Query, Acting Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the assignment of Highway Contract No. 3899 by the Estate of R. G. Popham to Ferguson-Cassaday Company, has been compared by me with the executed copy of the original, and that the same is a true and correct copy of said assignment and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 2nd day of June, 1953.

Acting Secretary
OREGON STATE HIGHWAY COMMISSION

A S S I G N M E N T

FOR THE CONSIDERATION of Five (\$5.00) Dollars to me in hand paid and other valuable consideration the receipt whereof is hereby acknowledged I, MURIEL M. POPHAM as Executrix of the Estate of R. G. Popham, deceased, do hereby transfer and assign to the FERGUSON-CASSADY CO., a corporation duly authorized and existing under the laws of Oregon, whose principal place of business is at 3324 N. E. Broadway, Portland 13, Oregon, and to its heirs, executors and assigns, all the right, title and interest of every nature whatsoever of the Estate of R. G. Popham in that certain contract between the Estate of R. G. Popham and the State of Oregon, by and through its State Highway Commission, more particularly described as follows, to-wit:

Cape Lookout Park facilities on the Netarts Cape Lookout Highway in Tillamook County — Popham Construction Co., Contractor, 3815 N. Kerby Street, Portland 12, Oregon. Job No. 7548, Contract No. 3899, Dated April 8, 1953, Prefix 29-3315

The Ferguson-Cassaday Co., by and through its President, Egbert N. Ferguson, does hereby accept the assignment and transfer of all right, title and interest of every nature whatsoever of the Estate of R. G. Popham in said contract, and assumes all obligations and agrees to faithfully complete and perform all of the obligations of said contract, and agrees to defend and save harmless the said Estate of R. G. Popham against any and all lawful claims and demands of all persons whomsoever that may arise or be made against said Estate by reason of this assignment or transfer or the completion or attempted completion of the aforesaid contract.

DATED this 25th day of May, 1953.

ATTEST:

Everett E. Moats (signed)

ATTEST:

Everett E. Moats (signed)

ESTATE OF R. G. POPHAM, Deceased

By Muriel M. Popham (signed)
Muriel M. Popham, as Executrix

FERGUSON-CASSADAY CO.

By Egbert M. Ferguson (signed)

RECEIVED
FOR FILING

51-2-15
37-1

AGENDA
JUN 2 5 1953

26

May 25, 1953

Popham Construction Company
3815 N. Kerby Street
Portland 12, Oregon

Gentlemen:

The State Highway Commission, on May 23, 1953, met and considered your request that the Commission consent to the total assignment of the following contract: Cape Lookout Park Facilities on the Netarts-Cape Lookout Highway in Tillamook County - Popham Construction Company, Contractor - Job No. 7548 - Contract No. 3899, dated 4-8-53.

I am pleased to be able to advise you that after having considered your request and the qualifications of the Contractor to whom you wish to assign the contract, the Commission has consented to your assignment of the above contract to the Ferguson-Cassidy Company, 3324 N.E. Broadway, Portland 13, Oregon; however, the contract must be executed and the work actually started not later than June 6, 1953.

Respectfully yours,

M. B. Olney, Secretary
OREGON STATE HIGHWAY COMMISSION

RM:FMG By

Floyd Query

Acting Secretary

cc- Mr. Paul T. Bailey
Mr. H. G. Smith
Mr. S. B. Probert
Mr. G. B. Paxson
Mr. W. M. Franson, SLAC

RECEIVED
MAY 25 1953
FOR FILING

29-3315

May 22, 1953

Oregon State Highway Commission

Gentlemen:

Re: Cape Lookout Park Facilities
Contract No. 300

Bids were opened on April 8, 1953, for the construction of Cape Lookout Park facilities on the Roberts-Cape Lookout Highway in Tillamook County. The low bid in the amount of \$4,217.67 was submitted by the Popham Construction Company, 3115 N. Berby Street, Portland 12, Oregon. The Highway Commission awarded the contract to the Popham Construction Company as of that date. The Popham Construction Company was officially notified on April 10 that the award had been made.

Mr. Popham was drowned while on a fishing trip on April 18. On April 22 the contracts were received by his office for execution, which was subsequent to the time of his death.

The Popham Construction Company is a relatively small organization, and supervision of work was performed entirely by Mr. Popham. With his death the estate is not in a position to adequately handle the work under this contract. Mrs. Popham, executrix for the estate, together with her attorney, has requested that the Company be allowed to assign this contract to the Ferguson-Cassidy Company, a corporation doing business at 3324 N. E. Broadway in Portland, the assignment to be without change in any feature of the contract as submitted to the Popham Company, or without any extension of time in which to complete the work. Mr. Ferguson of the Ferguson-Cassidy Company has submitted his financial statement, and this Company is qualified to handle work of this nature and of this size.

The Popham Construction Company proposes to sign the contract as submitted and then to make the assignment to the Ferguson-Cassidy Company. Before signing the contract, however, the Ferguson-Cassidy Company would like assurance that under the conditions outlined above the assignment will be approved by the Highway Commission.

EDL
MAY 2

No. 5825
By

NT

Mr. Daldock

Commission about Popham Const.
Lookout Park Facilities.

Contract assigned
to Ferguson-Cassidy Co.
has been prepared and
turned over to Mr. Daldock.

to PROPERTY

NT

Recommendation
Necessary and report

signature

Park Facilities
3899

Report received

[Handwritten signature]

State Highway Engineer

ing for your consideration a letter to the State
Mrs. Popham and her attorney were in this office,
held with them by Mr. Query, Mr. May and myself.
the assignment, the Popham Company very probably

will not execute the contract and will resist the forfeiture of the
bid bond. We could not readvertise before the last of June, and we
would be losing quite a percentage of good working weather in the
Cape Lookout area.

The general specifications, which are a part of the con-
tract, contain this paragraph:

"The contractor agrees not to assign, transfer, convey,
or otherwise dispose of the contract or his right, title, or
interest therein either in whole or in part, or his power to
execute such contract to any other person, firm, or corpora-
tion without the previous consent in writing of the State High-
way Commission."

I would recommend that the Commission give authority for the
approval of the assignment to the Ferguson-Cassidy Company.

Very truly yours,
[Handwritten signature]
G. S. Paxson
Bridge Engineer

GSP:gm
Encl.

No. 5728
By 111

Description: Letter May 22, 1953 to Commission about Popham Const. Co. contract (No. 3899) for Cape Lookout Park Facilities.

NT

xx Please advise has this been done. - - - - -

Assignment executed 6-2-53 Report received

Remarks:

GSP:gm
Encl.

RECEIVED

FOR FILING

FORM E-30 JUN 9-51 2210

29-3315

3899

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 21, 1953

SUBJECT: Cape Lookout Park Facilities
Contract No. 3899

To: Mr. R. H. Baldock
State Highway Engineer

Dear Sir:

I am attaching for your consideration a letter to the State Highway Commission. Mrs. Popham and her attorney were in this office, and a conference was held with them by Mr. Query, Mr. May and myself. If we do not approve the assignment, the Popham Company very probably will not execute the contract and will resist the forfeiture of the bid bond. We could not readvertise before the last of June, and we would be losing quite a percentage of good working weather in the Cape Lookout area.

The general specifications, which are a part of the contract, contain this paragraph:

"The contractor agrees not to assign, transfer, convey, or otherwise dispose of the contract or his right, title, or interest therein either in whole or in part, or his power to execute such contract to any other person, firm, or corporation without the previous consent in writing of the State Highway Commission."

I would recommend that the Commission give authority for the approval of the assignment to the Ferguson-Cassidy Company.

Very truly yours,



G. S. Paxson
Bridge Engineer

GSP:gm
Encl.

RECEIVED

FOR FILING

May 21, 1953

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P.O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P.O. Box 898
LaGrande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
225 S.W. Broadway
Portland 5, Oregon

Gentlemen:

The undersigned, as Executrix of the Estate of R G Popham, deceased, formerly doing business as the Popham Construction Company, herewith makes the request of the State Highway Commission that your Commission accept and consent to the assignment of all rights, title and interest, as well as responsibility, and liability, that may accrue through the execution or attempted completion of the contract between the State of Oregon, by and through its Highway Commission, and the R G Popham Construction Company, which contract is more particularly described as Cape Lookout Park Facilities on the Metarts-Cape Lookout Highway in Tillamook County - Popham Construction Company, Contractor - Job No. 7548 - Contract No. 3899, dated 4-8-53.

The reason the Executrix of the aforesaid estate is making this request of the Commission is that the completion of this contract necessitates experienced supervisory personnel, which the decease of Mr. Popham took from the Popham Construction Company, and further, that the proposed assignee, Ferguson-Cassady Company, is an experienced builder and contractor, and has agreed to pre-qualify itself and to bond itself to saving the Commission harmless in the execution of the aforesaid contract.

We should further like to advise the Commission that the Executrix has been authorized by proper Court order on the twenty-seventh day of April, 1953, to continue the operation of the decedent's business for the purpose of completing such contracts as may have been in existence at the time of the decease of R G Popham, and further, that by order of the Circuit Court of the County of Multnomah, State of Oregon, the Executrix has been authorized to sell the aforementioned contract at private sale. This

Page 2

order was signed by the Court on the twentieth day of May, 1953.

Again expressing our desire for the prior acceptance and consent to the herein referred to transfer and assignment by the Estate of R G Popham to the Ferguson-Cassady Company, and thanking you for your considerations in this matter, we remain

Very truly yours,

Estate of R G Popham, deceased

By Muriel M Popham
Muriel M. Popham, as
Executrix

Paul T. Bailey
Paul T. Bailey, Attorney
for the Estate of R G
Popham, deceased

Address: 1207 S.W. 3rd
Avenue, Portland 4, Oregon

RECEIVED

FOR FILING

FORM E-30 28M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 30, 1953

SUBJECT: Construct No. 3899
Popham Construction Co.
Cape Lookout Park Facilities

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

With respect to the letter received from Popham Construction Co. of April 27, 1953, requesting an extension of time to execute and start the above contract because of the death of Mr. R. G. Popham on April 18, 1953, this is to advise that, assuming this contract was awarded prior to the death of Mr. Popham, the contract is not terminated by reason of Mr. Popham's death, and his personal representatives may be required to proceed with the contract in accordance with all of the provisions contained in the proposal, and if his personal representatives do not execute the contract presented to them for signature within the time prescribed, they can be declared in default, and the Commission can proceed to readvertise the job, and if the contractor is declared to be in default, of course you can proceed against the contractor and the surety for the amount of the bond for failure to execute the contract in accordance with the provisions of the proposal; however, it may be that in this instance the time extension would not be so great as to materially interfere with the construction of the facilities to be provided by the contract. I notice in the letter received from Popham Construction Co. that they do not set forth the period for which the extension is requested, and before taking any conclusive action it might be desirable to inquire as to the period of time desired, and you may find that this period of time will not be of such duration that it will materially interfere with the expeditious construction of the Cape Lookout Facilities.

If the delay would be so material that the construction work would not be completed within the time desired, and in consideration of the circumstances giving rise to the failure of the contractor to execute the contract, it might then be desirable to declare the contractor in default and readvertise without attempting to recover the amount of the proposal bond from the contractor's personal representatives. Of course, this is anticipating that the personal representatives will not execute and return the contract within the time prescribed in the proposal.

I suggest that you might advise the personal representatives of Mr. Popham of the most distant date upon which commencement of this contract

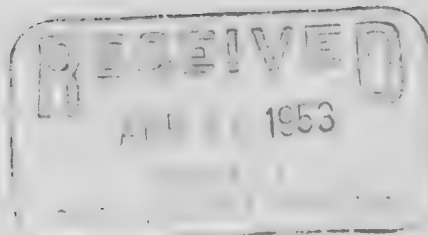
Mr. W. C. Williams
April 30, 1953
Page 2

will be satisfactory to the State, and advise that if they cannot undertake the work so as to commence performance of the contract not later than that date, and complete the same within the time limit prescribed in the contract, that the State is desirous of readvertising this job, and that by mutual assent will declare the contractor in default, but will make no demand upon the contractor or his surety for damages by reason of failure to execute the contract. Should the personal representatives of the contractor execute and return the contract itself, and then delay in commencing the work, and if the delay is material, we can at that time determine whether or not the time of commencement of the work is of the essence of the contract, and whether or not the duration of the delay is of sufficient materiality to justify termination of the contract; however, I recommend that we proceed as above suggested, since the contractor's personal representative has not signed and returned the agreement.

Yours very truly,

C. W. Enfield
C. W. ENFIELD
Chief Counsel

CWE:ah
cc - G. S. Paxson



Enfield.

Please advise
me.

Williams

NEW CONSTRUCTION
REMODELING
CONCRETE WORK

POPHAM

SEBASTIAN STREET
D 12, OREGON

27, 1953

PLEASE RETURN TO
W. C. WILLIAMS

APR 28 1953

Cape Lookout Park

RE: Job # 7548 Contract # 3899

Dated 4/8/53, Prefix 29-3315

Gentlemen;

Due to the accidental Death of Mr. R G Popham on April 18, 1953,
we are asking for an extension of time to execute and start the above
named contract. Mrs Muriel Popham has been appointed executrix of the Estate
and the organization will be held until the completion of the existing
contracts.

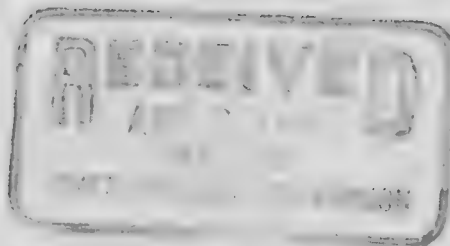
Very truly yours,

POPHAM CONSTRUCTION CO.

by,

Everett Elmer Moate
Accountant

NOTED
W. C. WILLIAMS



TELEPHONE: TRINITY 4841

NEW CONSTRUCTION
REMODELING
CONCRETE WORK

R. G. POPHAM

3815 N. KERBY STREET
PORTLAND 12, OREGON

April 27, 1953

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED

APR 28 1953

Oregon State Highway Department
Salem, Oregon

RE: Job # 7548 Contract # 3899

Dated 4/8/53, Prefix 29-3315

Gentlemen;

Due to the accidental Death of Mr. R G Popham on April 18, 1953, we are asking for an extension of time to execute and start the above named contract. Mrs Muriel Popham has been appointed executrix of the Estate and the organization will be held until the completion of the existing contracts.

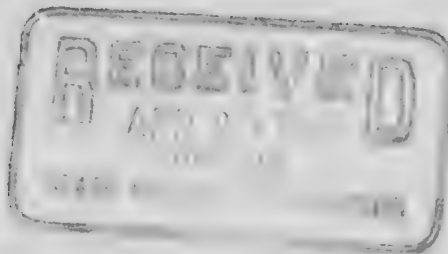
Very truly yours,

POPHAM CONSTRUCTION CO.

by,

Everett Elmer Moate
Accountant

NOTED
W. C. WILLIAMS



RECEIVED
APR 11 1953
FOR FILING

April 10, 1953

Pepham Construction Company
3815 N. Kerby Street
Portland 12, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contract No. 3899 construction of the Cape Lookout Park Facilities on the Netarts-Cape Lookout Highway in Tillamook County. This award was based on your bid of \$49,927.47 which was the low bid submitted to the Commission on that day for this project.

I enclose for you r immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

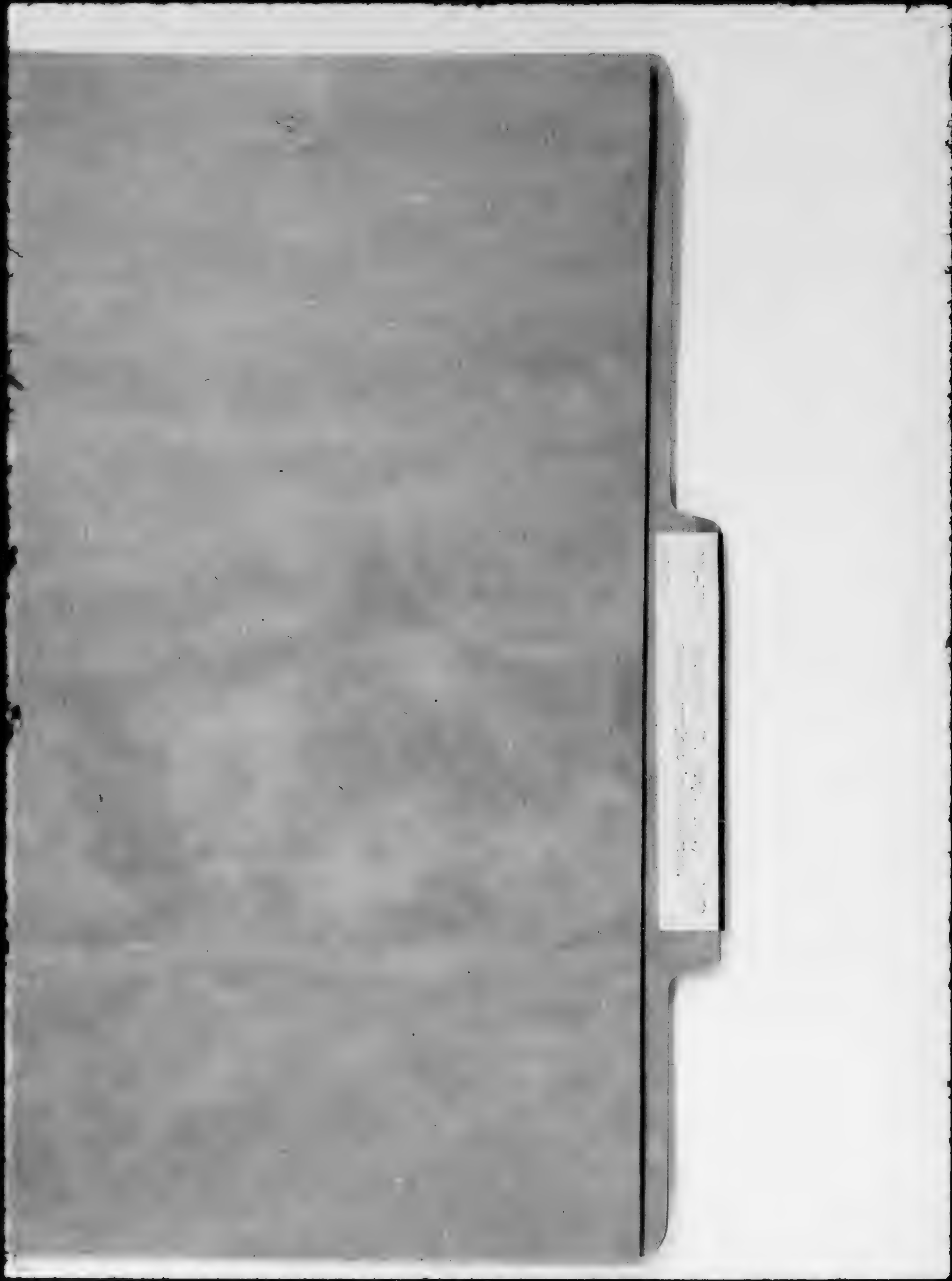
H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

al
encl
cc

H. G. Smith
S. H. Probert
G. S. Pearson
W. M. Franawa SLAC



RECEIVED

FOR FILING

334-1708

OREGON STATE HIGHWAY DEPARTMENT

(date)

Aug. 20, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3900

1-final

PORTER W. VEST

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

15727

B-74281

\$ 9,144.15

8/20/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1953

Time Extensions: None

Completion Date: July 17, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-24-53

and 8-25

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

as attached

NOTED ON CARD

8-25-53, 3

RECEIVED
FOR FILING

334-17

August 12, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3900 for paving on the Beaver-
ton (E. Broadway Ave.) City Street Section in Washington County
was completed by the contractor, Porter W. Yett, on July 17, 1953
and was formally accepted by the Highway Commission on August 6,
1953.

Final payment in the amount of \$9,144.15 will be re-
leased to the contractor on or after August 22, 1953. The total
contract amount is \$9,144.15, and no force account work was
performed on the project.

The state is not advised of any unpaid claims for labor
or materials or of the existence of any claims, debts, dues or
demands incurred in the performance of such work and remaining un-
satisfied, and the state assumes no responsibility for such claims
should there be any.

This notice is sent to you as you appear as surety on
the performance bond furnished by the contractor. Please ack-
nowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

8-12-53

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

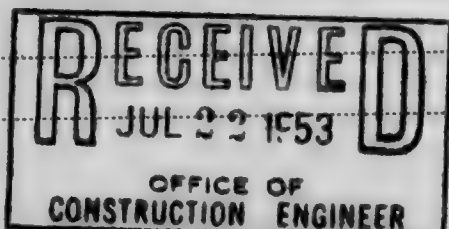
For Week Ending July 18, 19 53

Section Beaverton (E. Broadway Ave.) Kind of work Paving
 Highway City Street Section prefix 334-1708
 Contractor Porter W. Yett Contract number 3900
 Date of contract April 8, 19 53 Date of completion August 31, 19 53
 Date work started July 13, 19 53 ~~Estimated~~ date of completion July 17, 19 53
 Amount of contract \$ 10,113.51 Per cent of time elapsed 69.9 %
 Estimated cost of completed project, exclusive of engineering \$ 9,150.00
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 750.00, 96.9 % Date project was completed July 17, 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Monday the contractor raised 4 manholes to pavement grade. On
 Wednesday the 3/4"-0" leveling course was laid. On Thursday and Friday
 the street was paved and opened to traffic about 6:00P.M. on Friday.
 Gib Kennan was street inspector on this project.

NOTED
 FORREST COOPER



Signed Willard J. Scofield
 Willard J. Scofield Res. Eng'r.
 Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	AC PAVING
Miles in project		0.17			0.17
Miles partially completed					
Miles completed		0.17			0.17
Total estimated quantities		180			860
Estimated quantities moved or placed to date		180			829
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					18

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					13	1	14
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons						4	4
Men and tractors							

Equipment used during week: Shovels, Power graders 1, Rollers 2, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, 1 Barber-Green Paving Machine

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
MAY 6 1953
FOR FILING

234-1718
3900

May 5, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3900, which was awarded to you on April 8, 1953 by the State Highway Commission, for paving on the Beaverton (East Broadway Ave.) Section in Washington County.

An executed copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
APR 13 1953
FOR FILING

April 10, 1953

Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 awarded to you State Highway Contract No. 3900 the Beaverton (E. Broadway Ave.) Paving Project in Washington County. This award was based on your bid of \$9,678.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

al
encl
cc

H. G. Smith
S. H. Probert
W. M. Franswa SIAC

RECEIVED
1953
FOR FILING

Received
by
date

April 6, 1953

Alice B. Martin, City Recorder
City Hall
Beaverton, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Beaverton covering the improvement of East Broadway from intersection with Bertha-Beaverton-Hillsdale Highway to easterly city limits, a distance of approximately 0.18 mile, in connection with the \$250,000 Special City Allotment.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 1

CITY OF BEAVERTON

TELEPHONE 3552 4-3222
BEAVERTON, OREGON

November 14, 1952

Mr. Harold C. Ayers,
State Highway Dept.,
State Highway Building,
Salem, Oregon.

Re: Widening and improving
N. E. Broadway

Dear Mr. Ayres:

Confirming recent conversations with you in the city the City of Beaverton is now proceeding with preparation of N. E. Broadway from its intersection with Bertha-Beaverton Highway (#10) to the easterly city limits for improvement.

The City of Beaverton will install curbing, necessary base rock and storm drains, thus getting the street in shape for the black topping.

Very truly yours,

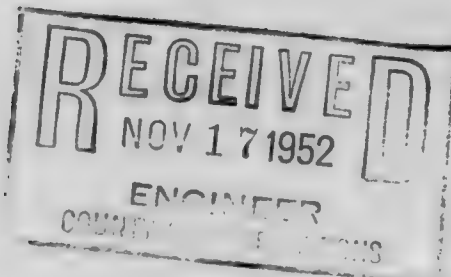
CITY OF BEAVERTON

By

J. H. Rossi

Mayor

M/R



Beverton

~~204.50~~

Preliminary Estimate

East River edge from intersection of Bertha Beverton-Killedale
Highway to east city limits
Distance of approximately 0.18 miles

Place, including new base; Place 3" asphalt
Concrete. Pavement 4 ft. wide. (city to curb, drain on gutter side)

Preparation of base	all		\$300.00
3 1/2" in base, binding course	150 cu yds	\$3.50	525.00
Adjustment of base	3 each	45.00	135.00
Furnish and place R-2	8 tons	60.00	480.00
Class "B" asphalt concrete	820 tons	10.50	8610.00
Aggregate in seal coat	24 cu yds	6.00	144.00
Preliminary Estimate of Construction Cost			\$10,194.00
12 1/2% Engineering and Contingency			1274.25
Preliminary Engineering			150.00
			\$11,618.25

\$11,700.00

8-29-52

HGA

Examination

8-29-57

Consulted Mayor W. H. ... and ... + ... M. ...
regarding city ... construction desired
and ...

Mayor ... advised me the city had obtained the
services of a qualified Engineer to lay up plans for
a completed street section. The city to ... drainage
& base rock ... ask that the State ... the \$50,000
act plan the ...

He ... plans for the ... complete
for our ...

This street carries a very heavy volume of all type
of traffic and I believe we are justified in recommending
a project.

H. C. ...

Beaverton

7-22-52

Contacted Mr. Robert D. Moley and with him investigated street; Broadway from Beaverton Hillsdale Highway to East City limits, 0.18 mile.

This portion of Broadway is in need of drainage and should have curbs placed and be paved full width, when I advised Mr. Moley that the city would have to pay the cost of curbs drainage and extra width he seemed much surprised as he thought the state would do all required reconstruction and said he would contact City Council and determine just what was wanted.

Promised to see him at a later date.

HG

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND



OREGON
STATE HIGHWAY COMMISSION
SALEM

July 18, 1952

NOTED
J. W. CATTRALL

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. D. GLAISYER
SECRETARY

Alice B. Martin
City Recorder
Beaverton, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Madam:

This is to acknowledge receipt of a resolution adopted by the City of Beaverton requesting aid from the annual \$250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1953 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall

Engineer, County and City Relations

RHP:MM

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND



OREGON
STATE HIGHWAY COMMISSION
SALEM

July 18, 1952

NOTED
J. W. CATTRALL

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

Alice B. Martin
City Recorder
Beaverton, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Madam:

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The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1953 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM

CITY OF BEAVERTON

BEAVERTON, OREGON

July 17, 1952

NOTED
J. W. CATRALL

State Highway Department,
Salem, Oregon.

Gentlemen:

Inclosed you will find Resolution No. 1070, passed by the Beaverton City Council on July 14th, 1952 at regular meeting.

In paragraph 3 of your letter of March 26, 1952 you stated the Commission is inclined to allocate a portion of next year's funds to resurfacing this section of Broadway if the city so desired. The city is desirous of this assistance from the Commission and tender this resolution and letter as formal application for assistance from the State out of the \$250,000.00 special state tax street fund.

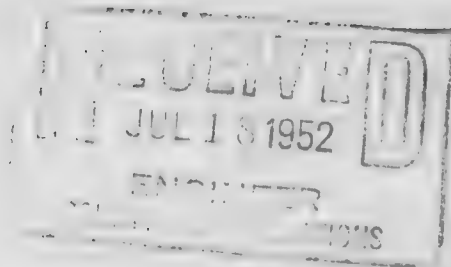
Thank you for your courtesy in the matter.

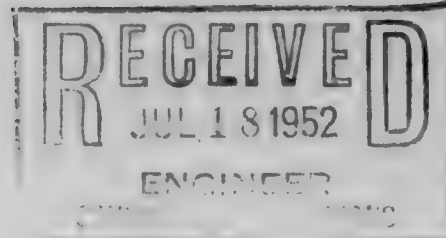
Very truly yours,

CITY OF BEAVERTON

By *Alice B. Martin*
Recorder

M
Inc. Res. #1070





1070

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Beaverton is an incorporated city of the State of Oregon, and has a population of 2504, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

East Broadway from intersection of Bertha-Beaverton -Hillsdale

Highway to east city limits

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

East Broadway from intersection of Bertha-Beaverton -Hillsdale

Highway to east city limits

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

WHEREAS, the following streets of said city, _____

East Broadway from intersection of Bertha-Beaverton -Hillsdale
Highway to east city limits

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

East Broadway from intersection of Bertha-Beaverton -Hillsdale
Highway to east city limits

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of Beaverton does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Robert O. Malsey, Supr. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14th day of July, 19 52.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Beaverton at a regular or special meeting of said council, held on the 14th day of July, 19 52, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 17th day of July, 19 52.

Alice B. Martin
City Recorder

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of Beaverton does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Robert O. Malsey, Supt. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14th day of July, 19 52.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

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Dated this 17th day of July, 19 52.

Alice B. Martin
City Recorder



BEAVERTON

Scale in feet
0 400 800 1200 1600

NOTED
Harold C. Ayers



OREGON

STATE HIGHWAY DEPARTMENT

SALEM

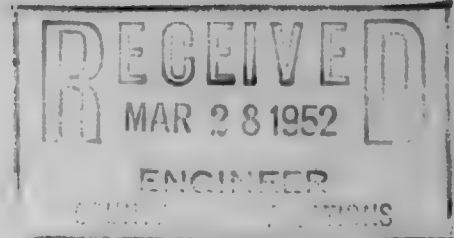
March 26, 1952

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Hon. A. H. Rossi, Mayor
City of Beaverton
Beaverton, Oregon

NOTED
J. F. HAGEMANN



Dear Mr. Rossi:

On the occasion of your conference with the State Highway Commission at its meeting on February 1, 1952, you requested, among other things, that the Highway Commission reassume jurisdiction of a section of the old highway that was eliminated from the State highway system upon completion of the new highway through your city. You were told at that time that the Commission would have the matter investigated by the Engineer, and would give you an answer when his report on the subject has been discussed.

The investigation referred to has been made, and the Engineer reported the results thereof to the Highway Commission at its last meeting. From the information contained therein the Commission could not see its way clear to do what you ask.

In his report, the Engineer pointed out that one-half of the roadway section to which you refer is located within the city limits of Beaverton, and such being the case, that particular portion would be eligible to share in the \$250,000 special state tax street funds which is expended by the State Highway Commission annually. I was instructed to inform you that the Commission is inclined to allocate a portion of next year's funds to resurfacing this section should the City desire such a project and will make formal application for the same. If the City acts favorably toward the suggestion, please take up the matter with our City and County Relations Engineer, Mr. John Cattrall, who will be glad to furnish necessary information.

Respectfully yours,

W. W. Stiffler

Secretary
OREGON STATE HIGHWAY COMMISSION

HRG:ls

cc: John Cattrall

*See General file
10/2 4/9/52*

December 28, 1951

NOTED
J. W. CATTRALL

Mr. J. D. Mayberry
City Recorder
Beaverton, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

In answer to your recent request, you will find enclosed resolution forms for making application for aid from the annual \$250,000 Special City Allotment fund. Kindly fill out both copies and return one signed copy to John W. Cattrall, Engineer, County and City Relations, State Highway Building, Salem, Oregon. After receipt of your application, an investigation will be made, the results of which will be presented to the Commission for consideration in outlining our 1953 program.

Please be advised that in order for your application to be considered in the 1953 program, it must be in our hands on or before September 1, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Encl.

NOTED
Harold C. Adams

CITY OF BEAVERTON

TELEPHONE 3532
BEAVERTON, OREGON

December 26, 1951

Mr. John W. Cattrall, Engineer,
County and City Relations,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Cattrall:

Please send us the necessary forms for applying for assistance in reconstruction of city streets from the special \$250,000.00 fund to be administered by the State Highway Commission.

This request per information on page 5 of bulletin by W. C. Williams, Assistant State Highway Engineer entitled Discussion of Relations Between the State Highway Department and Cities. Thank you for your courtesy.

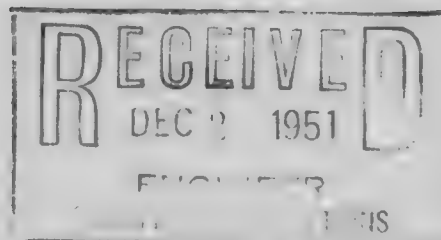
Very truly yours,

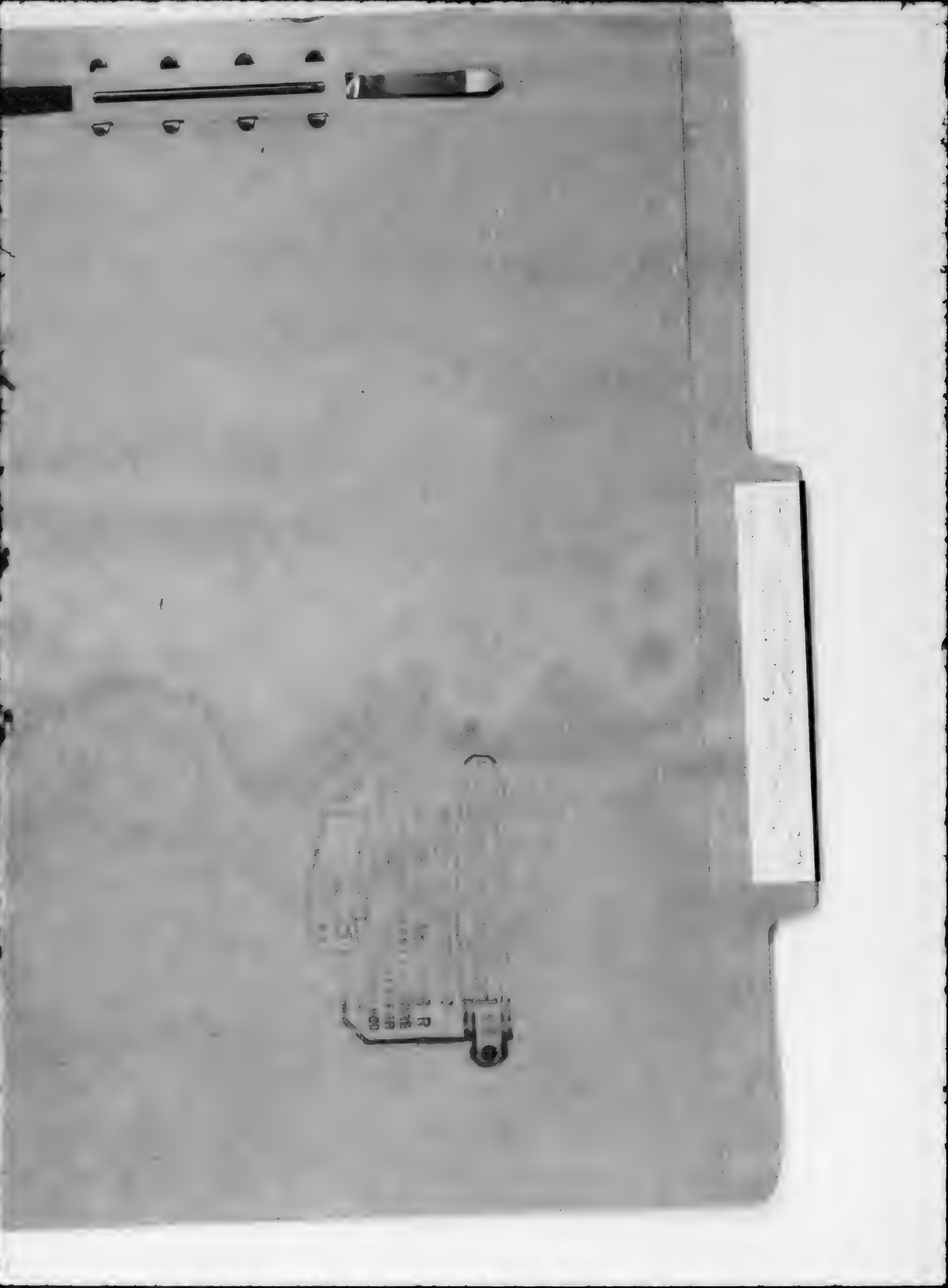
CITY OF BEAVERTON

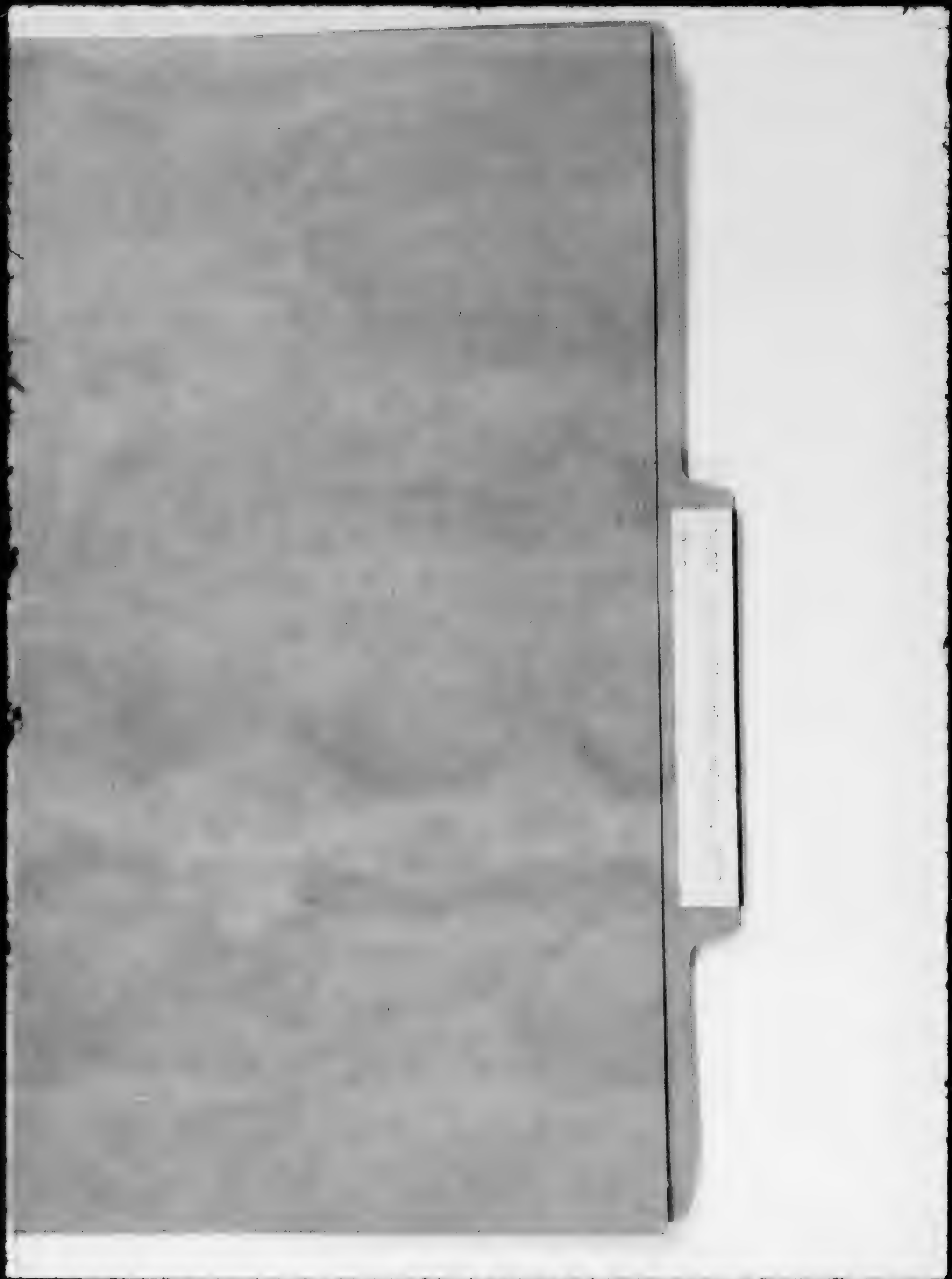
By

J. D. Mayberry
J. D. Mayberry,
Recorder

M







RECEIVED
DEC 5 - 1953
FOR FILING

Lewis

2-4211
39

December 2, 1953

Mr. Alfred T. McGill
Attorney at Law
Weatherly Building
Portland 14, Oregon

Attention: Mr. Richard T. Clarke

Dear Sir:

State Highway Contract No. 3902 for painting the McLoughlin Bridge on the Pacific Highway in Clackamas County was awarded to O & S Painters and George A. Macom Painting Company who operated on a joint venture or a partnership basis for this contract with an address at Route 2, Box 153, Tigard, Oregon. This contract was completed on June 5, 1953, accepted on June 25, 1953, and final payment made on August 18, 1953.

The O & S Painters is owned and operated by Mr. Dale M. Sanders, an individual, whose address is also Tigard, Oregon.

If you wish to file this damage claim as a claim against the contract, you should do so before December 25, 1953, which is the end of the six months' period following completion and acceptance of the contract. We have attached an excerpt from the Oregon Laws outlining the procedure for filing.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

noted

ASSOCIATE
RICHARD T. CLARKE

ALFRED T. MCGILL
ATTORNEY AT LAW
Weatherly Building
Portland 14, Oregon

EAST 8197

December 1, 1953

Oregon State Highway Commission
Bridge Department
Salem, Oregon

Re: Lloyd G. Wager

Gentlemen:

This office represents Mr. Lloyd G. Wager and the State Farm Mutual Insurance Company in connection with a spray paint loss which occurred May 20, 1953. The car of Mr. Wager suffered this damage while crossing the bridge over the Clackamas River on Highway 99.

We understand the work was being done under Contract #3902 by the O & S Painters and Geo. A. Macom, 304 NE Fremont Street, Portland, Oregon.

We would appreciate it if you would advise whether or not the O & S Painters are a partnership; and, if so, the names of the partners and the address of their place of business if different from that given above.

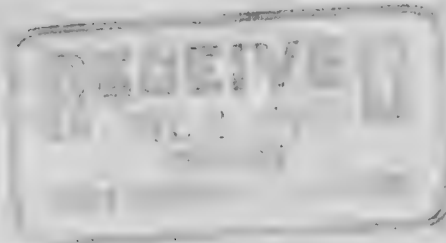
Thank you.

Yours very truly,

Richard T. Clarke
RICHARD T. CLARKE

m

REFERRED TO
query
BY SECRETARY
repar reply



OREGON STATE HIGHWAY DEPARTMENT
(date)

August 7, 1953

3-4-11
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1902

3-final

O & S PAINTERS & GEO. A. MACOM

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

15161

R-73091

\$ 500.50

Aug. 6, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

H. B. Glaisyer
ACCOUNTING DIVISION

Specified Completion Date: Oct. 15, 1953

Time Extensions: none

Completion Date: June 5, 1953

Date Accepted: June 25, 1953

Penalties: none

Claims: none

Remarks: Surety notified final to be paid on or after 7-20-53

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A. S. Wicklander

NOTED ON CARD

RECEIVED
JUL 10 1953
FOR FILING

July 9, 1953

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Wash.

Gentleman:

State Highway Contract No. 3902 for painting the McLoughlin Bridge on the Pacific Highway in Clackamas County was completed by the contractor, O & S Painters & George A. Maccom, on June 5 and was formally accepted by the Highway Commission on June 25, 1953.

Final payment in the amount of \$500.50 will be released to the contractor on or after July 20, 1953. The total contract amount is \$7,096.50 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

7-9-53 *gk*

RECEIVED
JUN 26 1953
FOR FILING

2-4211
27-2

June 24, 1953

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to O & S Painters and George A. Mason Painting Company on Contract No. 3902 covering the painting of McLoughlin Bridge on the Pacific Highway in Clackamas County. This payment in the amount of \$4,148.00 will be made on or after July 6, 1953. The retained percentage is \$204.00.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

nd

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

6-24-53 *[Signature]*

RECEIVED
MAY 6 1953
FOR FILING

4511
27-2

May 5, 1953

O & S Painters and
George A. Macom Painting Co.
Route 2, Box 153,
Tigard, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3902, which was awarded to you on April 9, 1953 by the State Highway Commission, for McLoughlin Bridge painting on the Pacific Highway in Clackamas County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
APR 10 1953
FOR FILING

4/2/53

April 10, 1953

Geo. A. Macom & O and S. Painters
Route 4, Box 153
Tigard, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 3904 for painting the McLoughlin Bridge on the Pacific Highway East in Clackamas County. This award was based on your bid of \$6,800.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

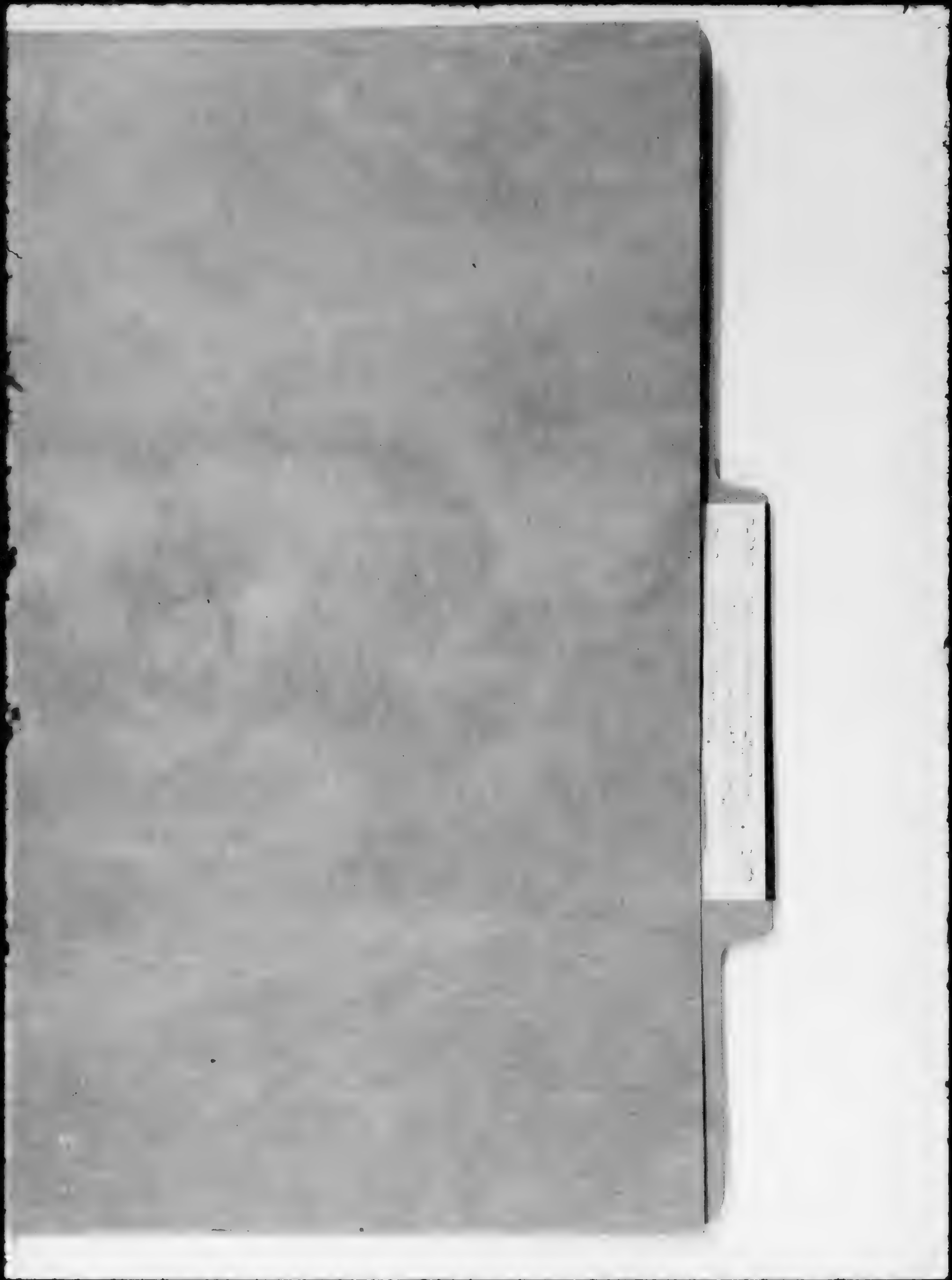
By

Floyd Query, Acting Secretary

ehx

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franswa, SIAC

George A. Macom
504 N. E. Fremont
Portland 14, Oregon



7-301

R. H. Baldock

June 14th, 1954

NOTED

CCCC

FINAL COST ANALYSIS
 Ochoce Reservoir-Wheeler County Line Section
 Contract #3903
 Rock Production
 Rogers Construction Co., Contractor
 Alfred W. Bates, Resident Engineer

Ochoce Highway
 Prefix 7-8303

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Cr. Rock in Stockpile	3,851.91	Cu. Yd.	\$2.30	\$1.87	\$ 7,204.23	\$ 8,859.39
1/2"-1/4" Cr. Rock in Stockpile	4,634.17	" "	2.25	1.87	8,668.70	10,426.88
1/4"-0" Cr. Rock in Stockpile	3,649.01	" "	2.25	1.87	6,824.25	8,210.27
Stockpile Rejects in Stockpile	3,269.5	" "	0.25	0.25	817.38	817.38
PA #1, Level Stockpile Site	All		70.00		56.25	70.00
					\$23,570.81	\$28,383.92

Gross Revenue \$28,383.92

Total Cost 23,570.81

Net Profit \$ 4,813.11

Net Profit Equals 16.9% of Gross Revenue

NOTED
 State Highway Engineer

Rogers Construction Co.

Detail of Cost

Labor:

Labor & Supervision	\$6,555.77	
Labor Insurance	<u>429.33</u>	
		\$ 6,985.10

Equipment Rentals, Supplies & Misc.:

Equipment Rentals (Owned)	\$8,485.50	
Gas, Oil & Grease	2,596.00	
Explosive	1,820.26	
Cost of Drilling & Shooting	772.65	
Freight & Cartage	846.24	
P.L. & P.D. Insurance	73.42	
Small Tools & Misc. Supplies	385.98	
Bond	170.30	
Home Office & General Overhead	<u>1,435.36</u>	
		<u>16,585.71</u>

Total Cost		\$23,570.81
----------------------	--	-------------

Rogers Construction Co.

Detail of Cost

Labor:

Labor & Supervision	\$6,555.77	
Labor Insurance	<u>429.33</u>	
		\$ 6,985.10

Equipment Rentals, Supplies & Misc.:

Equipment Rentals (Owned)	\$8,485.50	
Gas, Oil & Grease	2,596.00	
Explosive	1,820.26	
Cost of Drilling & Shooting	772.65	
Freight & Cartage	846.24	
P.L. & P.D. Insurance	73.42	
Small Tools & Misc. Supplies	385.98	
Bond	170.30	
Home Office & General Overhead	<u>1,435.36</u>	
		<u>16,585.71</u>

Total Cost		\$23,570.81
----------------------	--	-------------

Rogers Construction Co.

Breakdown of Crushing Cost

Item	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	12,135	Cu. Yd.	\$ 3,293.03	\$0.271
Drill & Shoot	"	" "	3,178.97	0.262
Load & Haul to Crusher	"	" "	4,679.15	0.385
Crushing	"	" "	8,440.47	0.695
Haul to Stockpile	"	" "	2,374.10	0.195
Stockpiling	"	" "	<u>1,548.84</u>	<u>0.128</u>
	Total Cost		\$23,514.56	\$1.936
Less Revenue From Sale of Rejects	3,269.5	Cu. Yd.		- <u>0.066</u>
	Actual Cost in Stockpile			\$1.870

Actual crushing time was 158 hours, for an average production of 79.8 cu. yds. per hour.

Remarks:

This was a "State Project" calling for the crushing and stockpiling of approximately 12,000 cu. yds. of crushed rock in stockpiles. The contract was bid and awarded April 9th, 1953.

On May 23rd, 1953, the contractor moved a three-crusher plant into a quarry located on the northerly side of and 0.1 mile from the Ochoce Highway at M.P. 40.1. Crushing started May 29th, 1953, and the project was completed June 12th, 1953.

The crushing plant was fed with a 3/4 cu. yd. shovel and two 6 cu. yd. Dumpsters. All crushed rock was hauled in three 8 cu. yd. trucks (two full time, one part time) and stockpiled within 0.5 of a mile from the crushing plant. The crushing plant operated 152 hours working time, for an average production of 79.8 cu. yds. per hour.

Having high production on all crushed materials with good supervision and equipment, the contractor realized a nice profit from this project.

Oscar Cutler
Chief Cost Analyst

By . . K. T. Wechter

OREGON STATE HIGHWAY DEPARTMENT
(date)

Aug. 17, 1953

7-8303
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3903

(VOUCHER NO.)

3-final

(WARRANT NO.)

ROGERS CONSTRUCTION CO. INC

(AMOUNT)

(DATE)

15562

B-73631

\$ 774.72

8/14/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1953

Time Extensions: None

Completion Date: June 12, 1953

Date Accepted: June 25, 1953

Penalties: None

Claims: None

Remarks: Surety notified final to be paid on or after 8-13-53

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

[Signature]
H. B. Glaisyer
Secretary

Warrant Mailed:

[Signature]

MAILED ON CARD

RECEIVED
AUG 11 1953
FOR FILING

August 3, 1953

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 3903 for rock production on the Ochoco Reservoir-Wheeler County Line Section on the Ochoco Highway in Crook County was completed by the contractor, Rogers Construction, Inc., on June 12 and was accepted formally by the Highway Commission on June 25, 1953.

Final payment in the amount of \$774.72 will be released to the contractor on or after August 13, 1953. The total contract amount is \$28,383.92 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U.S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

8-3-53

RECEIVED
FOR FILING

July 13, 1953

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 6, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc. in connection with contract No. 3903, for rock production on the Ochoce Reservoir-Wheeler County Line Section of the Ochoce Highway in Crook County.

This payment, in the amount of \$15,369.20, will be released to the contractor on or after July 23, 1953. The retained percentage is \$853.89.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

7-13-53 (

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 13, 19 53

Section Ochoco Reservoir-Wheeler County Line Kind of work Rock Production
 Highway Ochoco Section prefix 7-8303
 Contractor Rogers Construction, Inc. Contract number 3903
 Date of contract April 9, 19 53 Date of completion August 31, 19 53
 Date work started May 29, 19 53 Estimated date of completion June 12, 19 53
 Amount of contract \$ 29,469.00 Per cent of time elapsed 45 %
 Estimated cost of completed project, exclusive of engineering \$ 29,000.00
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 1,671.74, 74 % Date project was completed June 12, 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor finished crushing on Friday.

The quantity of $\frac{1}{2}$ "- $\frac{1}{4}$ " size of rock is over the amount specified and the $\frac{3}{4}$ "- $\frac{1}{2}$ " size of rock is under the amount specified, each size is off about 200 yds.

NOTED
 FORREST COOPER

NOTED
 H. G. SMITH

NOTED
 B. A. MARTIN

Signed

Alfred W. Bates

Address Prineville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities		12,000			
Estimated quantities moved or placed to date		12,000			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		2			
Hours per shift		8			
Average force on project for week		16			

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
					OTHER SOURCES		
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors 1, Bulldozers 1, Sheep-foot rollers, Trucks 2, Dumpsters 2, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Showers		
Thursday	Cloudy		
Friday	Showers		
Saturday			

RECEIVED
MAY 15 1953
FOR FILING

May 14, 1953

Rogers Construction Co.
11760 N. E. Olisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3896, for rock production on the Klamath Falls-Booth Park Section of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties, awarded April 8, 1953.

Contract No. 3903, for rock production on the Ochoco Reservoir-Wheeler County Line Section of the Ochoco Highway in Crook County, awarded April 9, 1953.

Executed copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encls.

RECEIVED
1053
FOR FILING

7-11-53

April 10, 1953

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 3903 for the Ochoce Reservoir-Wheeler County Line Rock Production Project on the Oregon Coast Highway about 14 miles south of Port Orford in Curry County. This award was based on your bid of \$527,400.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

shr
Enclosure

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

BFI-189(14) Deady-Winchester Unit, 1953
Pacific Hwy., 3 Structures
#3904

DECEIVED

JAN 25 1956

FOR FILING

FFI (1514)
2404

January 24, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as basis for project agreement for the Deady-Winchester Section, Project No. BFI-189(14) which estimate has been revised to include work performed by the Southern Pacific Company's forces.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

JUN:tb

Oregon State Highway Department

Federal Aid Project
No. HFI-189(14)

DEADY-WINCHESTER SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 23, 1955

Type Code 0010

Roadway (Sta. 1914+40 to Ea. 2117+13.92 - 2220+59.42 to Sta. 2286+00)
(Contract No. 3876)

All Required	Clearing and Grubbing		\$ 46,000.00
770 cu. yds.	Structural Excavation, Unclassified	\$ 3.00	2,310.00
170 cu. yds.	Trench Excavation, Unclassified	3.00	510.00
676,300 cu. yds.	General Excavation, Unclassified	0.48	324,624.00
2,712,000 yd. sta.	Short Overhaul	0.01	27,120.00
135,300 C-yd. sta.	Long Overhaul	0.50	67,650.00
4.96 miles	Finishing Roadbed and Slopes	800.00	3,968.00
13,000 lin. ft.	Rounding Cutbanks	0.15	1,950.00
240 lin. ft.	72-inch Corrugated Metal Pipe	40.00	9,600.00
170 lin. ft.	6-inch Perforated Metal Drain Pipe	3.00	510.00
600 lin. ft.	12-inch Concrete Pipe	2.40	1,440.00
1,070 lin. ft.	18-inch Concrete Pipe	4.00	4,280.00
160 lin. ft.	18-inch Extra Strength Concrete Pipe	4.50	720.00
200 lin. ft.	24-inch Concrete Pipe	5.00	1,000.00
120 lin. ft.	36-inch Concrete Pipe	10.00	1,200.00
12 cu. yds.	3/8" - 0 Backfill in Drains	6.00	72.00
150 cu. yds.	Class "A" Concrete	54.00	8,100.00
23,600 lbs.	Metal Reinforcement	0.11	2,596.00
6,500 cu. yds.	3" - 0 Material in Surfacing	2.20	14,300.00
2,050 cu. yds.	3/4" - 0 Material in Surfacing	2.85	5,842.50
180 H-gal.	Sprinkling	2.00	360.00
	Subtotal		\$521,152.50
	10% Engr. & Cont.		52,415.25
			\$576,567.75

Type Code K220

Roxers Road Overcrossing (Sta. 1963+41 to Sta. 1969+29)
(Contract No. 3904)

80 cu. yds.	Structural Excavation	\$ 12.00	\$ 960.00
10 cu. yds.	Excavation Below Elevation Shown	20.00	200.00

200 cu. yds.	Class "A" Concrete	\$ 63.00	\$ 12,600.00
44,000 lbs.	Metal Reinforcement	0.11	4,840.00
75 lin. ft.	6-inch Metal Drain Pipe	3.00	<u>225.00</u>
			\$ 18,825.00

Type Code X221
North Wilbur Overcrossing (Sta. 2034+65.3 to Sta. 2035+65.3)
(Contract No. 3904)

35 cu. yds.	Structural Excavation	\$ 10.00	\$ 350.00
10 cu. yds.	Excavation Below Elevation Shown	20.00	200.00
750 lin. ft.	Furnish Piling	5.00	3,750.00
21 only	Drive Piles	55.00	1,155.00
190 cu. yds.	Class "A" Concrete	68.00	12,920.00
46,000 lbs.	Metal Reinforcement	0.11	5,060.00
75 lin. ft.	6-inch Metal Drain Pipe	3.00	<u>225.00</u>
			\$ 23,825.00

Type Code X421
Sutherland Creek Bridge (Sta. 2061+91.0 to Sta. 2064+13.0)
(Contract No. 3904)

130 cu. yds.	Structural Excavation	\$ 12.00	\$ 1,560.00
10 cu. yds.	Excavation Below Elevation Shown	12.00	120.00
1,000 lin. ft.	Furnish Piling	5.00	5,000.00
52 only	Drive Piles	50.00	2,600.00
510 cu. yds.	Class "A" Concrete	69.00	35,190.00
113,000 lbs.	Metal Reinforcement	0.11	12,430.00
35 lin. ft.	6-inch Metal Drain Pipe	3.00	<u>105.00</u>
			\$ 57,005.00

Type Code X521
Wilbur Overcrossing (Sta. 2114+30.52 to Sta. 2116+71.52)
(Contract No. 3892)

200 cu. yds.	Structural Excavation	\$ 10.00	\$ 2,000.00
10 cu. yds.	Excavation Below Elevation Shown	20.00	200.00
610 cu. yds.	Class "A" Concrete	68.00	41,480.00
132,000 lbs.	Metal Reinforcement	0.11	14,520.00
60 lin. ft.	6-inch Metal Drain Pipe	3.00	<u>180.00</u>
			\$ 58,380.00

Type Code X721
Winchester Road Undercrossing (Sta. 2285+22.02) (Contract No. 3934)

160 cu. yds.	Structural Excavation	\$ 6.00	\$ 960.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
348 cu. yds.	Class "A" Concrete	67.00	23,316.00

72,000 lbs. 20 lin. ft.	Metal Reinforcement 6-inch Metal Drain Pipe	\$ 0.12 3.00	\$ 8,640.00 <u>60.00</u>
			\$ 33,076.00
All Required	Work to be Performed by Southern Pacific Company Forces		<u>2,552.54</u>
	Subtotal		\$193,669.54
	Engr. & Cont.		<u>16,552.56</u>
	Total		\$210,222.10

Length of Roadway 4.953 miles
Length of 5 Structures 0.127 mile
Total Length 5.080 miles
Cost of Roadway per mile \$116,407.78

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway	\$576,567.75	\$356,879.00	\$219,688.75
Structures	<u>210,222.10</u>	<u>130,121.00</u>	<u>80,101.10</u>
	\$786,789.85	\$487,000.00	\$299,789.85

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939; Chap. 491, laws 1951;
Chap. 20, laws 1953

State Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
DEC 17 1954
FOR FILING

BFI - 189(14)
2704

December 15, 1954

Mr. Tom Lillero
Leadport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from April 30, 1954 to September 30, 1954 within which to complete your contract No. 3907, for constructing three structures on the Leadport-Inchster Unit of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Shelton
Division Engineer

A. H. McClure,
Resident Engineer

T. S. Paxson,
Assistant State Highway Engineer

RECEIVED
NOV 15 1954
FOR FILING

BFI-187(14)
3924

November 15, 1954

Oregon State Highway Commission

Request for extension of time
No. 7
December 7 and 8 meeting.

Gentlemen:

Re: Sandy-Mitchester Unit Structures
Contract No. 1904

Tom Lillebo, contractor on the Three Structures on the Sandy-Mitchester Unit of the Pacific Highway in Douglas County, has requested an extension of time from April 30, 1954, to September 30, 1954, in which to complete the contract.

All work on these structures, with the exception of placing the drain pipes from the catch basins at the ends of the structures, was completed on January 22, 1954. The placing of the drain pipes could not be completed until the fills at the ends of the structures were placed by the grading contractor. The placing of these fills was not completed until the summer of 1954. All work was completed on the contract on September 21, 1954.

As this delay was not the responsibility of the contractor and as no additional engineering expense was incurred by the State, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

H. H. Malcock
State Highway Engineer

PMS/ds
Attached

DFI - 189(14)

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 8, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
<u>3904</u>	<u>9-Final</u>	<u>Tom Lillebo</u>	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
<u>22984</u>	<u>R-108150</u>	<u>\$ 8,311.70</u>	<u>11/8/54</u>

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Ruth Rawlings

Specified Completion Date: April 30, 1954

Time Extensions: to Sept. 30, 1954 without penalty

Completion Date: Sept. 21, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-10-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
OCT 28 1954
FOR FILING

October 27, 1954

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, Calif.

Gentlemen:

State highway contract N. 3904 for work performed on the
ready-made Winchester Unit Section of the Pacific Highway in Douglas
County was completed by the contractor, Tom Lillebo, on September 21,
1954, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$8,311.70 will be released
to the contractor after acceptance by the Commission. The total
contract amount is \$90,394.03, and no force account work was per-
formed on the project.

The State is not advised of any unpaid claims for labor
or materials or of the existence of any claims, debts, dues or de-
mands incurred in the performance of such work and remaining un-
satisfied, and the State assumes no responsibility for such claims
should there be any.

This notice is sent to you as you appear as surety on the
performance bond furnished by the contractor on this project. Please
acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Glens Falls Indemnity Company
Rogers Insurance Agency, Inc.
803 Title & Trust Bldg
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAY 20 1953
FOR FILING

151-124(14)

May 20, 1953

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith, for your records and files, three fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3904, for three structures on Dady-Winchester Unit on the Pacific Highway in Douglas County, awarded April 9, 1953.

Contract No. 3908, for Umpqua River Bridge Pier Fender Replacement on the Oregon Coast Highway in Douglas County, awarded April 9, 1953.

Contract No. 3923, for Lone Rock Bridge on the North Umpqua Highway in Douglas County, awarded April 16, 1953.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encls.

RECEIVED
APR 11 1953
FOR FILING

April 10, 1953

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 3904 for construction of three structures on the Deady-Winchester Unit of the Pacific Highway in Douglas County. This award was based on your bid of \$99,655.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glalayer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ehz
Enclosure

cc H. G. Smith
 S. H. Prebert
 G. S. Paxson
 W. M. Franswa, SIAC

BFI-189(15) Elkhead Road-Rice Hill 1953
Unit Structures

#3905

BFI-144 (15)

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 5, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
<u>3905</u>	<u>9 Post-Final</u>	<u>Glenn Snook</u>	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
<u>8780</u>	<u>R-121884</u>	<u>\$ 109.64</u>	<u>5/5/55</u>

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawling
ACCOUNTING DIVISION

Specified completion Date: April 30, 1954

Time Extensions: to Aug. 29, 1954 without penalty

Completion Date: Aug. 24, 1954

Date Accepted: Sept. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-6-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAY 6 1955

MAILED ON CARD

Ruth Rawling

RECEIVED
OCT 8 - 1954
FOR FILING

October 8, 1954

Seaboard Surety Company
c/o Hansen & Rowland Inc.
General Agents
Tacoma, Washington

Attention: Leonard E. Frank, Attorney-in-Fact

Gentlemen:

Received in today's mail was your letter of October 7, 1954, consenting to the immediate release of the final payment due contractor Glenn Snook for work performed under State Highway Contract No. 3905 for construction of four structures on the Ridge Road-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway.

Our usual practice is to withhold final payments in connection with state highway contracts for ten days in order to allow the surety sufficient time to check the job, if it so desires. There are no claims on record in this office against this job, and in view thereof and the fact that the Seaboard Surety Company has no objections to the immediate release of the final payment, we will be glad to place the final warrant in the mail today. Such final payment is in the sum of \$7,467.32.

In the postscript of your letter, you mention instructions from the home office of the Seaboard Surety Company that it is unnecessary to notify the home office of final payments to contractors, it being sufficient to send such notices to your office. I am sorry, but I believe that your understanding is in error. Anyway it does not coincide with the instructions that we received from the home office by letter dated April 20, 1954. I enclose a photocopy of such letter, and you will note that the Company has requested that copies of correspondence be sent to its New York office. We have no alternative but to follow that procedure until we are advised to the contrary.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

BBC:mr
Enlosure

cc: Floyd Query
Glenn Snook
C. H. Mason

Mr. Maison:

In view of the above mentioned, you are authorized to forward the final warrant to Glenn Snook in today's mail.

H. B. Glaisyer

Mr. Query:

Attached is a letter from the Seaboard Surety Company. The information contained therein should be recorded on Mrs. Lewis' card; then filed.

H. B. Glaisyer



HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE

TACOMA, WASHINGTON

October 7, 1954

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC. NOT TO INDIVIDUALS

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

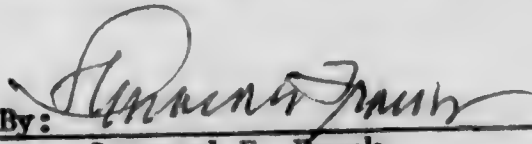
Re: Bond No. 58843 - Glenn Snook -to- Oregon State
Contract No. 3905

Dear Sir:

With further reference to the above captioned contract covering four structures on the Elkhead Road-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway being completed by Glenn Snook on August 24 we understand from Mr. Snook that his final payment may be released immediately upon our consent.

If that is the case, in view of the fact that the major portion of this job was completed many months ago we are willing to consent on behalf of the Seaboard Surety Company to the immediate release of this final payment in the sum of \$7,407.32. We should appreciate your advising us when payment is made to Mr. Snook if the above is in order.

SEABOARD SURETY COMPANY

By: 

Leonard E. Frank,
Attorney-in-Fact

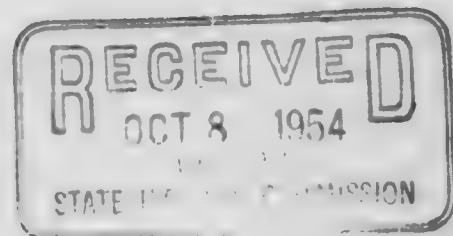
PS: We note copy of your letter of October 4, was sent to the Seaboard Surety Company in New York; however, we understood by instructions from Seaboard that this was unnecessary as such notices were taken care of by notice to this office. If we are in error could you advise us.

cc: ~~Glenn Snook~~
~~2191 Friendly Street~~
~~Eugene, Oregon~~

NOTED ON CARD

12-7-54

ANSWERED
H. B. GLAISYER



Warranty needed 10/8/54
MS

RECEIVED
OCT 8 - 1954
FOR FILING

October 8, 1954

Mr. Glenn Brock
2191 Friendly St.
Eugene, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 23 had under discussion your request for an extension of time, from July 30 to August 29, 1954, within which to complete your contract No. 3905 for constructing four structures on the Ikland road-ice mill unit, Divice-ice mill section of the Pacific Highway in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

CHUCK STATE HIGHWAY COMMISSION

Secretary

g1

cc: Tom Edwards,
Division Engineer

J. A. Palmatier,
Resident Engineer

C. S. Paxson,
Assistant State Highway Engineer

RECEIVED
OCT 20 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

O. t. 7, 1954

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3905

8-final

Glenn Snook

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

20682

R-105835

\$ 7,407.32

10/6/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

H. B. Glaisyer
ACCOUNTING DIVISION

Specified completion Date: April 30, 1954

Time Extensions: to Aug. 29, 1954 without penalty

Completion Date: Aug. 24, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

*mailed today
by order of
Glenn Snook
who called me over tel-
OCT 8 1954*

Date: 10-8-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 8 1954

RECEIVED
OCT 5 - 1954
FOR FILING

October 4, 1954

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 3905 covering four structures on the Elkhead Road-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County was completed by the contractor, Glenn Snook, on August 24 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of \$7,407.32 will be released to the contractor on or after October 14, 1954. The total contract amount is \$98,952.51, of which amount \$299.08 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 7, N. Y.

NOTED ON CARD

10-4-54

RECEIVED
SEP 13 1954
FOR FILING

September 9, 1954

Oregon State Highway Commission

Request for extension of time
No. 9
September 23 and 24 meeting.

Gentlemen:

Re: Four Structures on
Elkhed Road-nice Hill Unit
Contract No. 3905

Glenn Snook, contractor on the Four Structures on the Elkhed Road-nice Hill Unit of the Divide-nice Hill Section of the Pacific Highway in Douglas County, has requested a second extension of time from July 30, 1954, to August 29, 1954, in which to complete the contract.

All the work on this contract was completed within the specified completion date with the exception of placing the concrete slope protection and drainage pipes at the bridge ends. This work could not be done until the approach fills had been completed by the grading contractor. All of the required work under this contract was completed August 24, 1954.

Traffic has not been inconvenienced by the contractor's delay in completing the work, and the State has not been put to any additional engineering expense because of the delay in completing the work. It is recommended that the requested extension of time be granted without penalty to the contractor. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

H. H. Salcock
State Highway Engineer

CAQ/ds

Attached

RECEIVED
FOR FILING

671-1116

June 30, 1954

Mr. Glenn Snook
2191 Friendly St.
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on June 23 had under discussion your request for an extension of time, from April 30 to July 30, 1954, within which to complete your contract No. 3905 for constructing four structures on the Elkhead Road-Rice Hill Unit on the Pacific Highway in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

W. A. Palmateer,
Resident Engineer

W. W. Paxson,
Assistant State Highway Engineer

RECEIVED
JUN 1 1954
FOR FILING

5725

May 27, 1954

Oregon State Highway Commission

Request for extension of time
No. 5
June 23 and 24 meeting.

Gentlemen:

Re: Elkhed Road-Nice Hill
Unit Structures
Contract No. 3905

Glen Snook, contractor on the four structures on the Elkhed Road-Nice Hill Unit, has requested an extension of time from April 30, 1954, to July 30, 1954, in which to complete his contract.

All work has been completed on these structures with the exception of placing the slope pavement and the drain pipes from the catch basins at the ends of the bridge. This work cannot be done until the approach embankments are completed.

As the delay in completing this work is not the responsibility of the bridge contractor and as no inconvenience has been suffered by the traveling public nor will the State incur any additional engineering expense, it is recommended that this extension be granted without penalty to the contractor. Attached is the concurrence of the Bureau of Public Roads in this extension.

Very truly yours,

M. H. Balcock
State Highway Engineer

MHS/da
Attached

RECEIVED
FEB 4 - 1954
FOR FILING

111-1111
311

February 3, 1954

Seaboard Surety Company
75 Maiden Lane
New York 38, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Glennbrook a portion of the funds heretofore retained by the Commission on contract No. 3905, covering four structures on the Elkhead Road-Rice Hill Unit of the Pacific Highway in Douglas County.

This payment, in the amount of \$4,540.47, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of \$3,014.31. The present payment will be released on or after February 13, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Fowland, Inc.
611 Henry Bldg.
Portland, Oregon

Hansen & Fowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

NOTED ON CARD

1-3-54, 88

State Oregon

Federal Aid Interstate

Project No. I-189(15)U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of August, 19 53,by and between The Oregon State Highway Commission
_____, constituting

for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public
Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the
act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary
thereto:

Whereas the Highway Department of said State submitted on the 4th day
of December, 19 52, a program, which was approved on
the 21st day of January, 19 53, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the admin-
istration of the act, has furnished surveys, plans, specifications, and/or estimates for said project
which were recommended for approval by the District Engineer of the Bureau of Public Roads on
the 25th day of March, 19 53; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans,
specifications, and/or estimates, and the sum of _____

ninety-seven thousand and 00/100

dollars (\$ 97,000.00) as the share of the United States payable under said act on account of said
project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost
thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully per-
formed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby
mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31,
(Include date and citation of
Laws 1920; Chapter 529, Laws 1939.
act of legislature by which authorized)

(b) From other sources _____

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 908+74 in the SE 1/4, Section 15, T-23-S, R-5-W,
W.M. and survey station 1044+79 in the SE 1/4, Section 28, T-23-S,
R-5-W, W.M., except stations 910+41 to 1043+84,

_____ , length 0.50 miles, in Douglas County,
Interstate
 being Oregon Federal Aid / project No. I-189(15), consisting of 0.000 miles of
 roadway and two bridges, each of more than 20 feet clear span, 0.050 ~~mi~~ mile in length,
together with one approach road and two undercrossing structures of no net mileage.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16-11270-4



UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____
ninety-seven thousand and 00/100
 dollars (\$ 97,000.00), which does not exceed the authorized Federal pro rata share of _____
one hundred fifty-seven thousand seven hundred sixty-nine and 70/100
 dollars (\$ 157,769.70), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____
the State Treasurer
(Official or depository)
 hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____

(Include reference to statute authorising

Chapter 522, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

[Signature]
SECRETARY

RECOMMENDED FOR APPROVAL:

[Signature]
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

[Signature]

Chairman, State Highway Commission

(Title of officer)

By

[Signature]

Member, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

[Signature]

Division Engineer,
Bureau of Public Roads.



Oregon State Highway Department

Federal Aid Project
No. I-189 (15)

ELKHEAD ROAD-RICE HILL SECTION (STRUCTURES)
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salon, Oregon, May 18, 1953

Type Code X221

Yoncalla Overcrossing (Sta. 908+74 to Sta. 910+41) (Contract No. 3922)

280 cu. yds.	Structural Excavation	\$ 8.00	\$ 2,240.00
10 cu. yds.	Excavation Below Elevation Shown	20.00	200.00
All Required	Embankment in Place		1,200.00
420 cu. yds.	Class "A" Concrete	71.00	29,820.00
83,000 lbs.	Metal Reinforcement	0.11	9,130.00
120 lin. ft.	6-inch Metal Drain Pipe	3.00	360.00
			<u>\$ 42,950.00</u>

Type Code X721

Yoncalla Junction Undercrossing (Sta. 1st 932+37.52) (Contract No. 3905)

90 cu. yds.	Structural Excavation	\$ 10.00	\$ 900.00
5 cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
1,300 lin. ft.	Furnish Piling	5.50	7,150.00
44 only	Drive Piles	70.00	3,080.00
276 cu. yds.	Class "A" Concrete	70.00	19,320.00
82,000 lbs.	Metal Reinforcement	0.105	8,610.00
270 sq. yds.	Concrete Slab Riprap	6.00	1,620.00
100 lin. ft.	6-inch Metal Drain Pipe	2.00	200.00
			<u>\$ 40,930.00</u>

Type Code X721

Farm Road Undercrossing (Sta. 962+00) (Contract No. 3905)

70 cu. yds.	Structural Excavation	\$ 10.00	\$ 700.00
5 cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
185 cu. yds.	Class "A" Concrete	70.00	12,950.00
55,000 lbs.	Metal Reinforcement	0.105	5,775.00
220 sq. yds.	Concrete Slab Riprap	6.00	1,320.00
55 lin. ft.	6-inch Metal Drain Pipe	2.00	110.00
			<u>\$ 20,905.00</u>

Type Code 1221

Elce Hill Junction Overcrossing (Sta. 1043+84 to Sta. 1044+72) (Contract No. 3905)

74	cu. yds.	Structural Excavation	\$ 10.00	\$ 740.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
280	lin. ft.	Furnish Piling	5.50	1,540.00
12	only	Drive Piling	70.00	840.00
254	cu. yds.	Class "A" Concrete	68.00	17,272.00
61,000	lbs.	Metal Reinforcement	0.105	6,405.00
40	lin. ft.	6-inch Metal Drain Pipe	2.00	80.00
				<u>\$ 27,242.00</u>
Subtotal				\$132,027.00
10% Engr. & Cont.				<u>13,202.70</u>
Total				\$145,229.70

Length of Structures 0.050 mile

Type Code 1021

Yoncalla Creek Bridge (On Yoncalla Connecting Road) (TA Line Sta. 923+32 to Sta. 923+80) (Contract No. 3905)

150	cu. yds.	Structural Excavation	\$ 10.00	\$ 1,500.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
100	cu. yds.	Class "A" Concrete	68.00	6,800.00
27,000	lbs.	Metal Reinforcement	0.11	2,970.00
40	lin. ft.	6-inch Metal Drain Pipe	2.00	80.00
Subtotal				\$ 11,400.00
10% Engr. & Cont.				<u>1,140.00</u>
Total				\$ 12,540.00

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Structures	\$145,229.70	\$89,290.00	\$55,939.70
Structure on Connecting Road	<u>12,540.00</u>	<u>7,710.00</u>	<u>4,830.00</u>
	\$157,769.70	\$97,000.00	\$60,769.70

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. 1-187 (15)

ELKHED ROAD-RICE HILL SECTION (STRUCTURES)
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 24, 1953

Type Code X121

Yoncalla Overcrossing (Sta. 908+74 to Sta. 910+41)

240 cu.yds.	Structural Excavation	\$ 7.00	\$ 1,960.00
10 cu.yds.	Excavation Below Elevation Shown	10.00	100.00
All Required	Embankment in Place		1,000.00
420 cu.yds.	Class "A" Concrete	70.00	29,400.00
83,000 lbs.	Metal Reinforcement	0.11	9,130.00
120 lin.ft.	6-inch Metal Drain Pipe	3.00	360.00
			<u>\$ 41,950.00</u>

Type Code X721

Yoncalla Junction Undercrossing (Sta. 1st 932+37.52)

90 cu.yds.	Structural Excavation	\$ 10.00	\$ 900.00
5 cu.yds.	Structural Excavation Below Elevation Shown	15.00	75.00
1,300 lin.ft.	Furnish Piling	6.00	7,800.00
44 only	Drive Piles	50.00	2,200.00
276 cu.yds.	Class "A" Concrete	68.00	18,768.00
82,000 lbs.	Metal Reinforcement	0.11	9,020.00
270 sq.yds.	Concrete Slab Riprap	7.00	1,890.00
100 lin.ft.	6-inch Metal Drain Pipe	3.00	300.00
			<u>\$ 40,953.00</u>

Type Code X721

Farm Road Undercrossing (Sta. 982+00)

70 cu.yds.	Structural Excavation	\$ 10.00	\$ 700.00
5 cu.yds.	Structural Excavation Below Elevation Shown	15.00	75.00
185 cu.yds.	Class "A" Concrete	68.00	12,580.00
55,000 lbs.	Metal Reinforcement	0.11	6,050.00
220 sq.yds.	Concrete Slab Riprap	7.00	1,540.00
55 lin.ft.	6-inch Metal Drain Pipe	3.00	165.00
			<u>\$ 21,110.00</u>

Type Code X221

Rice Hill Junction Overcrossing (Sta. 1043+84 to Sta. 1044+79)

74	cu.yds.	Structural Excavation	\$ 10.00	\$ 740.00
5	cu.yds.	Structural Excavation Below Elevation Shown	15.00	75.00
280	lin.ft.	Furnish Piling	6.00	1,680.00
12	only	Drive Piling	50.00	600.00
254	cu.yds.	Class "A" Concrete	68.00	17,272.00
64,000	lbs.	Metal Reinforcement	0.11	7,040.00
40	lin.ft.	6-inch Metal Drain Pipe	3.00	120.00

\$ 27,527.00

Subtotal \$131,540.00
10% Engr. & Cont. 13,154.00

Total \$144,694.00

Length of Structures 0.050 Mile

Type Code X021

Yoncalla Creek Bridge (On Yoncalla Connecting Road) (Ya Line Sta. 923+32 to Sta. 923+88)

150	cu.yds.	Structural Excavation	\$ 10.00	\$ 1,500.00
5	cu.yds.	Structural Excavation Below Elevation Shown	15.00	75.00
100	cu.yds.	Class "A" Concrete	68.00	6,800.00
27,000	lbs.	Metal Reinforcement	0.11	2,970.00
40	lin.ft.	6-inch Metal Drain Pipe	3.00	120.00

Subtotal \$ 11,465.00
10% Engr. & Cont. 1,146.50

Total \$ 12,611.50

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Structures	\$144,694.00	\$49,223.00	\$55,471.00
Structure on Connecting Road	<u>12,611.50</u>	<u>7,777.00</u>	<u>4,834.50</u>
	\$157,305.50	\$57,000.00	\$60,305.50

RECEIVED
MAY 15 1953
FOR FILING

101-1111
3905

May 14, 1953

Mr. Glenn Snook
2191 Friendly Street
Eugene, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3905, which was awarded to you on April 9, 1953 by the State Highway Commission, for four Structures on the Elkhead Road-Rice Hill Unit on the Pacific Highway in Douglas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
FOR FILING

SFI 187(1-)
5905

D. OF C. 33656

Notice of the Furnishing of Materials

Oregon State Highway Commission

Salem, Oregon

NOTED
F. QUERY

This is to advise you that the undersigned has commenced to deliver material and supplies upon the order of Hannan Bros. 3525 NE Going - Portland, Oregon for use on, and to be used in the construction, alteration and repair of the structure now occupying or being erected upon certain premises in the County of _____ State of Oregon, described as follows:

~~xxx~~ PR 9242

Bond #252-958

~~xxxx~~ General Casualty Co.

Addition Elkhead Road - Rice Hill Unit Culverts
near Yoncalla, Oregon

of which the undersigned is informed you are the owner or reputed owner, and that a lien may be claimed for all material and supplies furnished by the undersigned for use thereon.

Soule & Steel Co.

By W. T. Brownridge ~~xxxx~~

Dated at Portland, Oregon, on this 6th day of May, 195 3

Section 67-101, O.C.L.A., which reads in part as follows, requires:

"* * * every person, firm or corporation furnishing material or supplies of any kind to be used in the construction, alteration or repair, either in whole or in part, of any building, * * * shall, not later than seven days after the date of the first delivery to any contractor or agent of such material or supplies for which a lien may be claimed, deliver in person and evidence said delivery by receipt thereof or mail by registered letter to the owner or reputed owner of the property on, upon or about which said material or supplies are to be used, a notice in writing stating in substance and effect that such person, firm or corporation has commenced to deliver material and supplies for use thereon, with the name of the contractor or agent or other person ordering the same, and that a lien may be claimed for all material and supplies furnished by such person, firm or corporation for use thereon, and no further notice to the owner shall be necessary."

This Is Not a Lien

But is a notice given in accordance with the above quoted law and is protective to the owner of the property, the building material dealer and the contractor.

~~For further information see Oregon Statutes, Chapter 67, Section 101, 270, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000~~

RECEIVED
APR 10 1953
FOR FILING

April 10, 1953

Mr. Glenn Snook
2191 Friendly Avenue
Eugene, Oregon

Dear Mr. Snook:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 3963 for construction of four structures on the Elkhart Road-Rice Hill Unit of the Pacific Highway south of Yoncalla in Douglas County. This award was based on your bid of \$106,477.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaloyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

cc
Enclosure

cc H. G. Smith
 S. H. Probert
 G. S. Paxson
 W. M. Franzwa, SIAC

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

<i>Conc.</i>
<i>J. H. G.</i>
<i>Eng. Proj.</i>

I-189(15)

March 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
M. C. MILLER

Dear Sir:

P. S. and E. documents for Oregon Project I-189(15),
Elkhead Road-Rice Hill Section (Structures) of the Pacific
Highway, have today been recommended for approval subject
to such changes as may be required by our Division Office.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notifica-
tion that all rights of entry have been acquired and pending
receipt of copies of the railroad agreement and signed copies
of plans for the Yoncalla Overcrossing.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer



h

UI-78(16) Harvard Ave. & Portland St. 1953
Overcrossings

#3906

RECEIVED
MAR 9 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 4, 1955

41-78 (16)
(CONTRACT NO.)
3906
(VOUCHER NO.)

(EST. NO.)

(CONTRACTOR)

12-Final

Hamilton & Thoms

(WARRANT NO.)

(AMOUNT)

(DATE)

3818

B-116862

\$ 3,342.27

3/3/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Feb. 28, 1954

Time Extensions: to Nov. 5, 1954

Completion Date: Nov. 5, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-4-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED
FEB 10 1955
FOR FILING

11E - 78/104
2.1

February 9, 1955

1 C U T P M I L

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 3906 for constructing the Harvard Avenue and Portland Street Overcrossings in Douglas County was completed by the contractor, Hamilton & Thoms, on November 5, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of \$3,342.27 will be released to the contractor on or after February 19, 1955. The total contract amount is \$92,660.37 and no force account work was performed on the project.

The state is not advised of any unpaid claims, for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

Hansen & Rowland, Inc.
609 Henry Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 3 1955
FOR FILING

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY



OREGON

STATE HIGHWAY DEPARTMENT

SALEM

February 2, 1955

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Hamilton & Thoms
P.O. Box 726
Astoria, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 18 had under discussion your request for an extension of time from February 28 to November 5, 1954 within which to complete your contract No. 3906, for constructing the Harvard Avenue and Portland Street Overcrossings on the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards
Division Engineer

W. H. Moore,
Assistant Engineer

G. L. Larson,
Assistant State Highway Engineer

RECEIVED
JAN 3 - 1955
FOR FILING

December 31, 1954

Hansen and Rowland, Inc., Agent
Seaboard Surety Company
300 Puget Sound Bank Building
Tacoma, Washington

(registered)

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hamilton and Thoms on Contract No. 3906 covering overcrossings on the Harvard Avenue and Portland Street Section of the Pacific Highway in Douglas County. This payment in the amount of \$6,297.47 will be released to the contractor on or after January 10, 1955. The retained percentage is \$2,762.42.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

BY

Floyd Query, Assistant Secretary

cc - Hansen and Rowland, Inc.
609-611 Henry Building
Portland 4, Oregon

Seaboard Surety Company
75 Maiden Lane
New York 7, New York

NOTED ON CARD

SALE

RECEIVED
DEC 31 1954
FOR FILING

41-7871

December 29, 1954

North State Highway Commission

request for extension of time
No. 17
January 18 and 19 meeting.

Gentlemen:

Re: Harvard Avenue and Portland
Street Overcrossings
Contract No. 1946

Hamilton & Thoms, contractors on the Harvard Avenue
and Portland Street Overcrossings on the Pacific Highway in
Douglas County, have requested an extension of time from
February 28, 1954, to November 5, 1954, in which to complete
the contract.

These structures were complete and in use, with the
exception of placing the concrete-block slope protection on the
approach fills, by the specified completion date. The placing
of the slope protection could not be done until the approach
fills had been rebuilt and stabilized by others. In addition,
the amount of slope protection was increased over that speci-
fied.

The traveling public was not inconvenienced by this
delay. As the rebuilding and stabilization of the fills was
the responsibility of others, it is recommended that this
extension be granted without penalty. Attached is the concur-
rence of the Bureau of Public Works in this recommendation.

Very truly yours,

A. B. Tolson
State Highway Engineer

FMS/ds
Attached

RECEIVED
MAY 15 1953
FOR FILING

11-78(16)

May 14, 1953

Hamilton & Thoms
P. O. Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3906, which was awarded to you on April 9, 1953 by the State Highway Commission, for Harvard Avenue & Portland Street Overcrossings on the Pacific Highway in Douglas County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
APR 11 1953

FOR FILING

11-7261

April 10, 1953

Hamilton & Thoms
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 3906 for construction of the Harvard Avenue and Portland Street Overcrossings on the Pacific Highway at Roseburg in Douglas County. This award was based on your bid of \$94,560.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

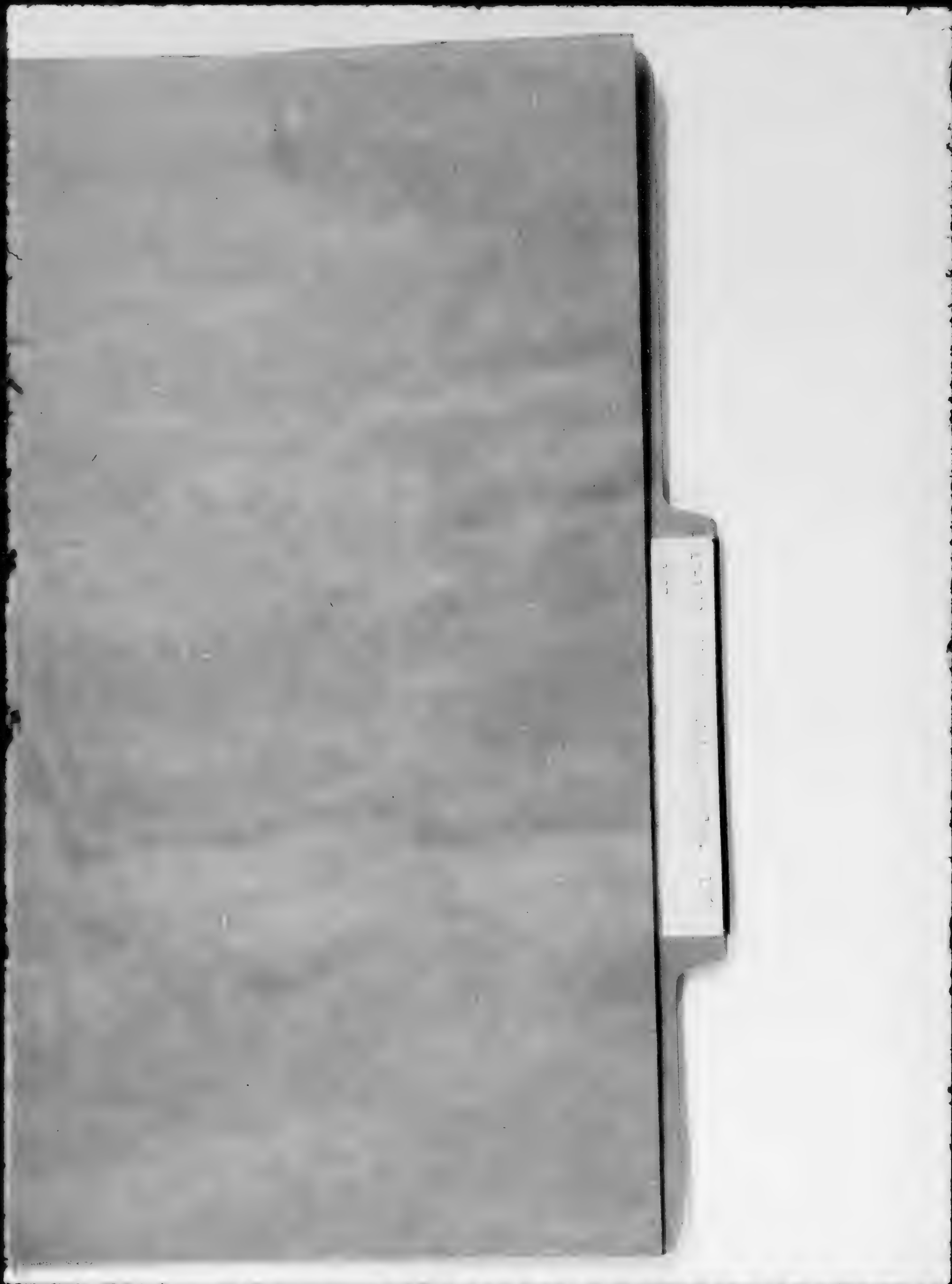
H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ehs
Enclosure

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franswa, SISC



OREGON STATE HIGHWAY DEPARTMENT

(date)

Nov. 5, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3907

6-final

Robt. C. Wilson

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

21663

R-79829

\$ 368.82

11/4/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: Sep. 29, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-5-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

[Signature]
H. B. Glaisyer
Secretary

Warrant Mailed:

[Signature]

RECEIVED
OCT-22 1953
FOR FILING

10-22-53

October 22, 1953

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 3907 for constructing maintenance building at Winston, Douglas County, was completed by the contractor, Robert C. Wilson, on September 29, 1953 but has not as yet been formally accepted by the Highway Commission.

Final payment in the amount of \$368.82 will be released to the contractor after acceptance by the Commission. The Total contract amount is \$12,294.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending this notice to you as you appear as the surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Eugene F. Nichols, Agent
1st National Bank Bldg.
Corvallis, Oregon

NOTED ON CARD

10-22-53, gl

RECEIVED
OCT 13 1953
FOR FILING

10-3412
3907

October 12, 1953

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Robert C. Wilson in connection with contract No. 3907, for constructing maintenance building at Winston, Douglas County.

This payment, in the amount of \$1,173.78, will be released to the contractor on or after October 22, 1953. The retained percentage is \$368.82.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Eugene F. Nichols, Agent
1st National Bank Bldg.
Corvallis, Oregon

NOTED ON CARD

10-12-53 *gl*

RECEIVED
MAY 15 1953
FOR FILING

3907

May 14, 1953

Mr. Robert C. Wilson
1020 N. 25th St.
Corvallis, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3907, which was awarded to you on May 9, 1953 by the State Highway Commission, for maintenance building at Winston, Douglas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
APR 11 1953
FOR FILING

10-2411-

April 10, 1953

Mr. Robert C. Wilson
1040 N. 25th Street
Corvallis, Oregon

Dear Mr. Wilson:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 2907 for construction of the Winston Maintenance Building on the Pacific Highway approximately six miles south of Roseburg in Douglas County. This award was based on your bid of \$12,372.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glatoyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

shr
Enclosure

cc H. G. Smith
 S. H. Probert
 G. S. Paxson
 W. M. Franke, SIAC

RECEIVED
MAR 10 1953
FOR FILING

10-311-

3907

Salem, Oregon
February 24, 1953

Mr. E. A. Collier

I have just read Mr. De France's report in support of constructing a section maintenance headquarters at Winston, near the junction of US99 on OREA2.

The construction of a standard maintenance building at the above location fits in with the over-all scheme discussed with and approved by Mr. Baldock after personally going over the Roseburg division headquarters with Mr. Edwards. Personally, I believe this is a step in the right direction for the over-all improvement, as too many activities are concentrated in the division headquarters block where traffic is congested and streets are extremely narrow.

If you have no objections, we will so advise Mr. Paxson to schedule the building for contract letting in the near future.

W. W. Stiffler

WWS:er

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1953

SUBJECT:

Proposed new Maintenance
Headquarters at Winston

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith copy of letter from Tom Edwards in further reference to the need of a new Maintenance Headquarters at Winston, also a copy of Division III sections list showing mileage under Maintenance. There was some talk about Elton being a temporary station and if this crew is eliminated there would be considerable additional mileage for the No. Roseburg crew.

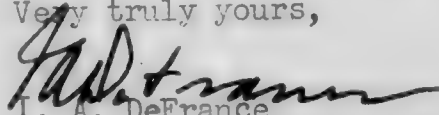
Mr. Edwards reports that the Roseburg headquarters is badly congested and requests that the Winston building be started immediately. We attach a print of a vicinity map showing 4.5 acre site just South of Winston Junction showing the location for a Maintenance Building suggested by Mr. Edwards. This location was not listed in our 1953 budget, however there are funds set up for housing that could easily be postponed in favor of this more urgently needed improvement. For instance there is an item of \$25,000 set up for Employee housing at Austin that can easily be postponed - of this amount \$6,000 has already been transferred to cover improvements at the later Maintenance Station. The remaining \$19,000 could be transferred to cover the Winston improvement which would cost approximately the amount as follows:

32'x78' Building 2496 sq. ft. @ \$5	\$12,480	\$14,040
12 1/2% Engineering and Cont.	1,560	
Grading - - - - -		1,800
Surfacing - - - - -		1,200
Service Station - - - - -		1,460
Install water main - - - - -		500
		<u>\$19,000</u>

Mr. Collier some time ago opposed the setting up of a Maintenance Station at Winston but told me after a recent trip that he had inspected the Winston Site and that, in his opinion, it was suitable for the purpose.

In case it is decided to proceed with the improvement as recommended by Mr. Edwards we should advise Paxson so that plans can be prepared for the April letting. I attach a extra print of the Winston Site that can be forwarded to Paxson.

Very truly yours,


I. A. DeFrance
Assistant Maintenance
IAD:db
Enc's. cc

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

December 17, 1952

SUBJECT:

To:

E. A. Collier
Maintenance Engineer

Dear Sir

In response to Mr. DeFrance's letter of December 10th enclosing a copy of your letter of December 5th concerning recommended construction of a maintenance site at Winston, I have made a complete study of the section crew assignments in the division and have shown them on the map attached hereto.

I find the assignments in the division very much in line and well worked out with the possible exception of the Dexter and Oakridge sections on the Willamette Highway. Programed improvements between Goshen and Divide will increase the mileage in this area and will be taken care of by a rearrangement of the Oakridge, Dexter and Eugene south sections with the possible transfer of the Dexter section to somewhere in the vicinity of Creswell.

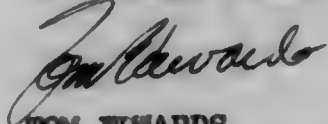
In regard to the Roseburg situation, I have shown on the map the future assignments of the Roseburg north and south crews totaling approximately 110 miles. The Roseburg north crew will be maintaining about 45 miles by mid 1954; the Roseburg south crew will be maintaining about 45 miles at that time with program work scheduled to increase this mileage to about 65 in 1956 and 1957. I find ample justification in this set up for construction of a site at Winston. Also attached is a print of the Roseburg holdings showing thereon proposed new building construction and the proposed maintenance site after completion of the building extension. You will note that normal assignment of equipment contemplates 11 vehicles with storage space for three. The D. M. S's car and pick-up could be stored outside as is the case of other vehicles, leaving a place for four section crew vehicles with seven to be parked outside. The map shows possible parking for the motor and pull grader on the lot, but this will be very intermittently occupied.

City officials inform me that they have had complaints of our operation on this site prior to this time. I expect these complaints to become more frequent and vociferous in the future due to the residential

December 17, 1952

construction surrounding the site and I would recommend, therefore, that we proceed with the Winston site in order that vehicles could be kept under cover and thus enhance the appearance of the site. I believe the construction is justified due to the excess mileage which would be assigned to one crew should such an operation be attempted.

Very truly yours

TOM EDWARDS
Division Engineer

TE:rw

Encl.



RECEIVED
DEC 11 1952

FOR FILING

FORM E-20 27,000 1-52 24000

<i>Trans</i>
<i>cc: Mr. Edwards</i>

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 10, 1952

SUBJECT:

To:

Mr. W. W. Stiffler,
Assistant State Highway Engineer
Office.

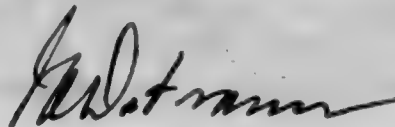
Dear Sir:

Herewith print showing stockpile site near Winston on which Mr. Edwards recommends we construct a Maintenance Station. Mr. Collier addressed a letter to you under date of December 5th, 1952 concerning this matter.

Mr. Edwards thinks there is too much mileage involved in the neighborhood of Roseburg to consolidate into one section. He and Mr. Collier are both studying the mileage involved after the current construction program is completed.

We recommend no action until further study is made.

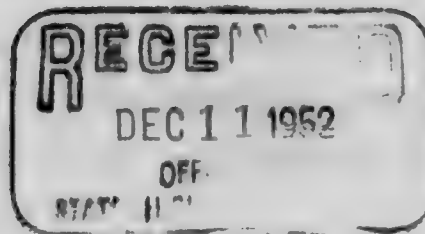
Very truly yours,



I. A. DeFrance
Assistant Maintenance Engineer

IAD:mr

cc: Tom Edwards



NOTED
W. W. STIFFLER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 5, 1952

Maintenance Headquarters

SUBJECT: Pacific Highway, M.P. 207.5, Winston Jet.

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

Dear Sir:

Mr. Edwards has proposed building a Section Headquarters - 1/2 mile south of Winston Junction, M.P. 207.5.

We own a site 400' west of the Pacific Highway, and just north of the Umpqua bridge. He wants this to relieve congestion at Roseburg Division, Section and Police Headquarters.

He estimates that it will cost \$1800 to grade this site; to this should be added \$18,000 for building, pumps, fence, surfacing, and water supply.

He recommends immediate construction.

This building is not in the 1953 Budget, and cannot be built immediately. The present congestion at Roseburg may be inconvenient, but, in my opinion, is not increasing the cost of construction or maintenance.

The proposed site does not have housing, in that vicinity, for our men.

For economy in maintenance, we should not have two sections within 8 miles of each other. One good Section Foreman, with perhaps two Helpers, should handle all maintenance within 25 or 30 miles of Roseburg, using the present Section Maintenance Building. The Pacific Highway should be reconstructed clear through Division III in the next four years.

If office space cannot be rented in Roseburg, I recommend:

1. That we buy small old house and lot in southwest corner of present site.
2. That we construct approximate 40' x 40' addition on the south end of the present building.

I do not favor new Maintenance Building at site recommended by Mr. Edwards.

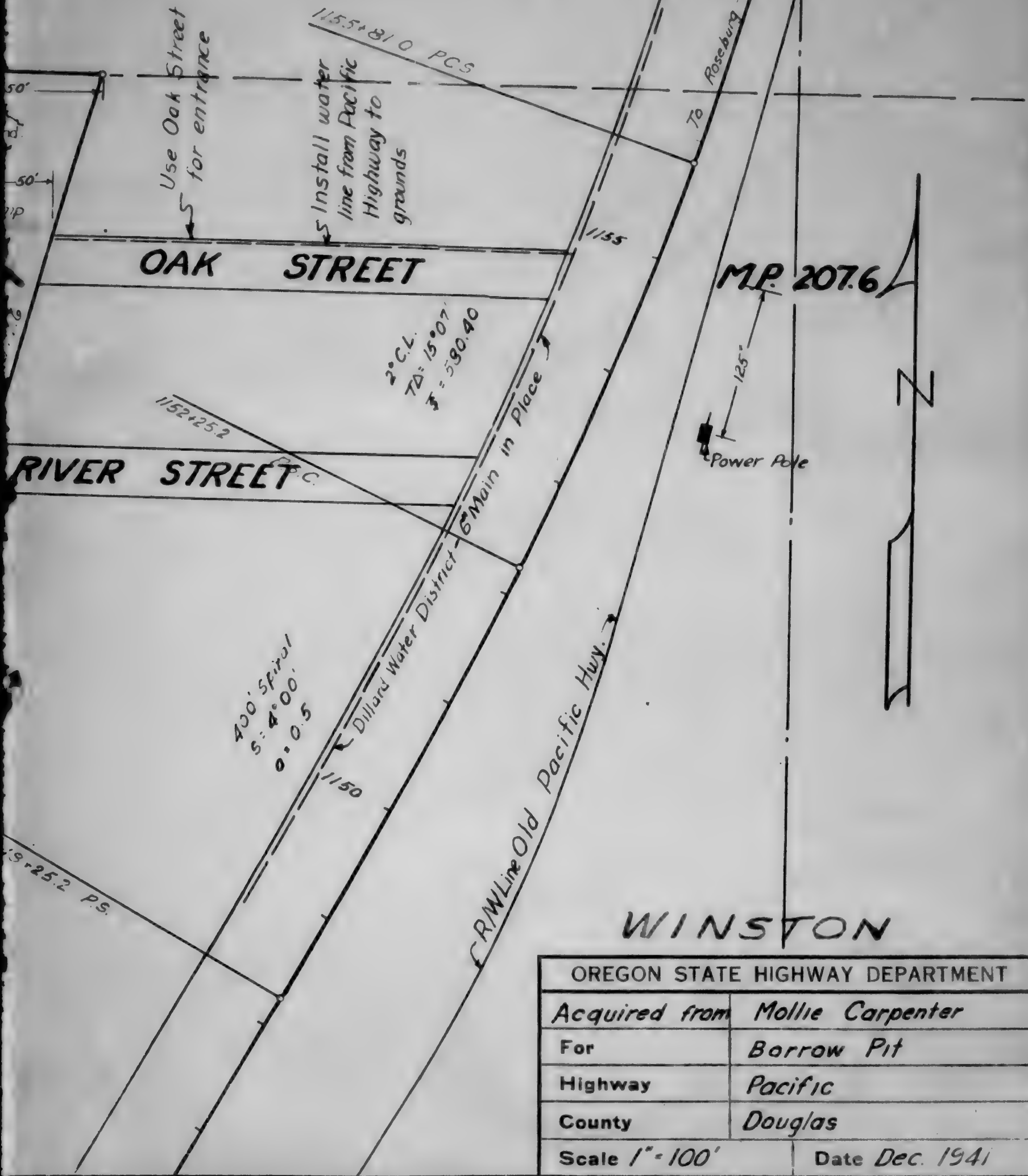
Very truly yours,

E. A. Collier
E. A. Collier
Maintenance Engineer

EAC:IH

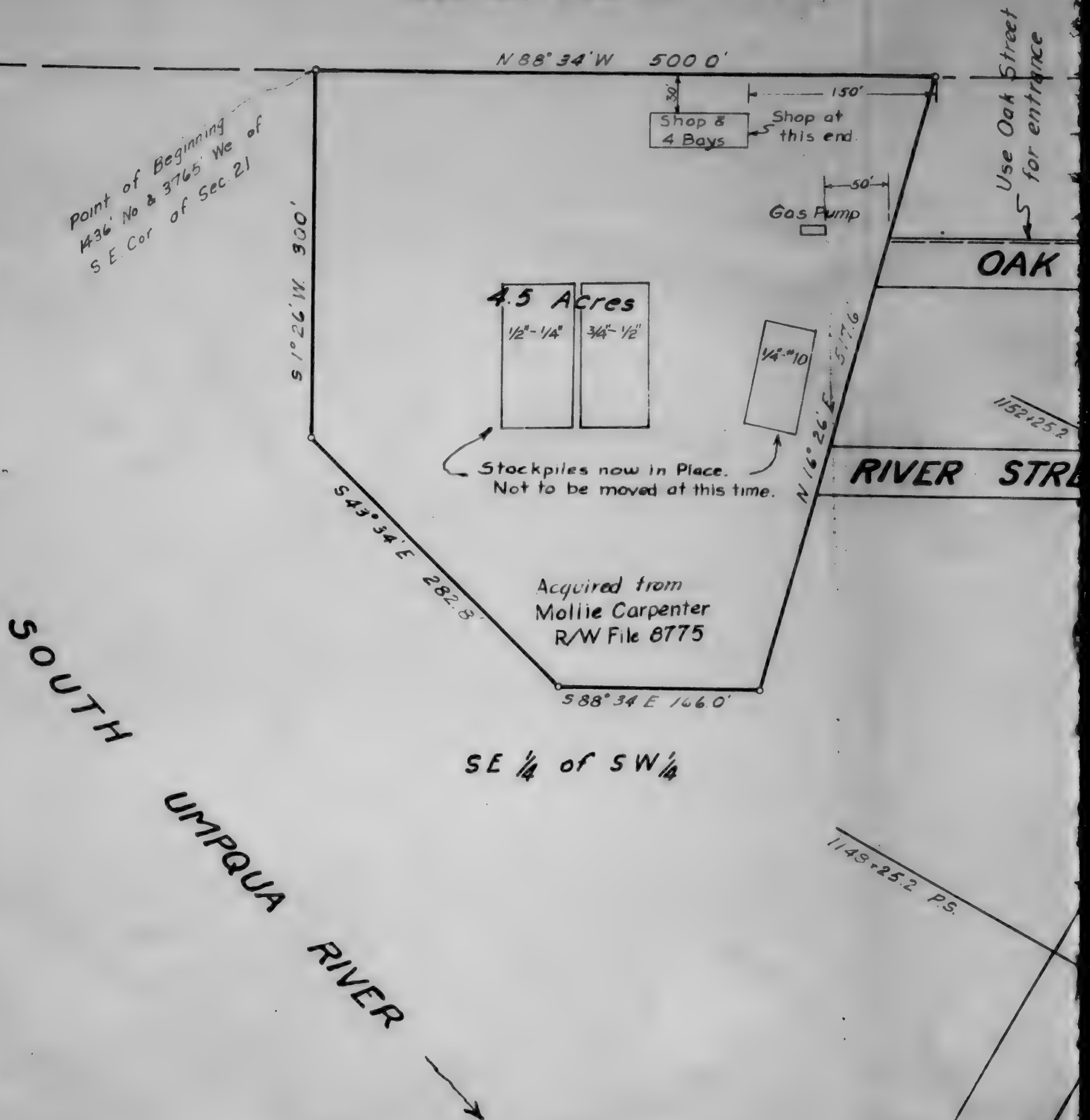
NOTED
W. W. STIFFLER

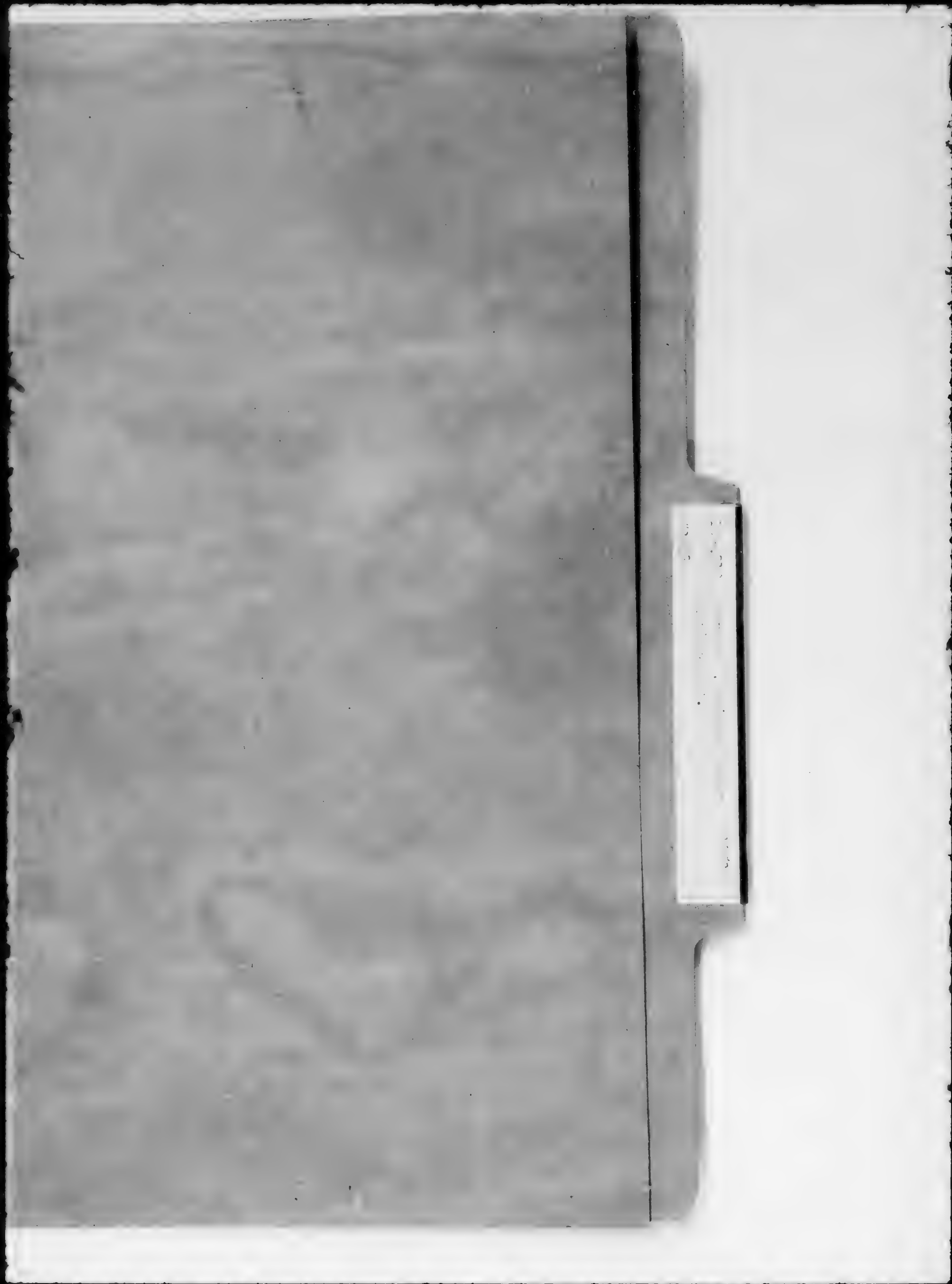
WM



OREGON STATE HIGHWAY DEPARTMENT	
Acquired from	Mollie Carpenter
For	Borrow Pit
Highway	Pacific
County	Douglas
Scale 1" = 100'	Date Dec. 1941

SEC. 21, T28 S, R 6 W, WM





OREGON STATE HIGHWAY DEPARTMENT

(date)

Dec. 17, 1953

(CONTRACT NO.) 10-4215

(EST. NO.)

(CONTRACTOR)

3908

7-final

Tom Lillebo

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

24509

R-82680

\$ 2,119.55

12/15/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: Nov. 12, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-18-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

*by Lloyd Querry
ass't Sec'y*

12-18-53

RECEIVED
DEC 16 1953
FOR FILING
R. H. GRIFFITH, VICE-PRESIDENT
JOHN L. SEASAND, SECRETARY
PACIFIC COAST BONDING DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CAL.

Glens Falls

INDEMNITY COMPANY
of Glens Falls, New York

SAN FRANCISCO 4, CALIFORNIA

December 14, 1953

Oregon State Highway Department
Salem, Oregon

Attention: H.B. GLAISYER, SECRETARY

NO. D
F. QUERY

RE: CONTRACT BOND 623067 - TOM LILLEBO FAVOR OF
OREGON STATE HIGHWAY COMMISSION * CONTRACT
NO. 3908 - UMPQUA RIVER BRIDGE PIER REPLACEMENT,
OREGON COAST HIGHWAY, DOUGLAS COUNTY

Dear Sir:

We acknowledge with thanks your letter of December 3rd, advising captioned contract was completed by the contractor on November 12, 1953, and that final payment in the amount of \$2,119.55 will be released to the contractor after acceptance by the Commission.

Yours very truly,

PACIFIC COAST BONDING DEPARTMENT

AC:jc

RECEIVED
DEC 4 - 1953
FOR FILING

10-4215

December 3, 1953

Oleas Falls Indemnity Co.
Pacific Coast Department
Wills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3908 for replacement of pier fender on the Umpqua River Bridge on the Oregon Coast Highway, Douglas County, was completed by the contractor, Tom Lillebo, on November 12, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$2,119.55 will be released to the contractor after acceptance by the Commission. The total contract amount is \$25,990.60 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

10-4215

RECEIVED
MAY 21 1953
FOR FILING

1 - 4213

May 20, 1953

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith, for your records and files, three fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3904, for three structures on Dady-Winchester Unit on the Pacific Highway in Douglas County, awarded April 9, 1953.

Contract No. 3908, for Umpqua River Bridge Pier Fender Replacement on the Oregon Coast Highway in Douglas County, awarded April 9, 1953.

Contract No. 3923, for Lone Rock Bridge on the North Umpqua Highway in Douglas County, awarded April 16, 1953.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encls.

RECEIVED
1953
FOR FILING

11-4-13

April 10, 1953

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 3908 for construction of the Umpqua River Bridge Pier Fender Replacement on the Oregon Coast Highway at Reedsport in Douglas County. This award was based on your bid of \$46,450.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. D. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

chr
Enclosure

cc H. G. Smith
 S. H. Probert
 G. S. Paxson
 W. M. Franawa, SIAC

BFI-35(6)

Hood River-Mosier Guard

1953

#3909

Rail & Sight Post Proj.,
Columbia River Hwy.

BFI-35(6)

CROSS REFERENCE SHEET

3909

Name or Subject

File No.

Regarding FINAL AUDIT

Date September 4, 1957

SEE

Name or Subject

File No.

FI-35(3), Contract #3507

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."



Cat. No. 30-5902.1
For use in all Filing Systems

RECEIVED
JAN 5 - 1954
FOR FILING

BF1-35(6)
(CONTRACT NO.) 3909

OREGON STATE HIGHWAY DEPARTMENT
(date)

Dec. 29, 1953

(EST. NO.)

(CONTRACTOR)

3909

7-final

GEO. E. BERRY

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

25259

R-83394

\$ 2,405.32

12/28/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified Completion Date: **Nov. 30, 1953**

Time Extensions: **None**

Completion Date: **Oct. 15, 1953**

Date Accepted: **Dec. 10, 1953**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-30-53**

To the Accounting Division:

Release of the above warrant is hereby authorized.

[Signature]
H. B. Glaisyer
Secretary

Warrant Mailed:

12-31-53

RECEIVED

R.H. Baldock

December 21st, 1953

FOR FILING

Hood River-Mosier Section
Contract #3909

FINAL COST ANALYSIS
Guard Rail and Sight Posts
George E. Berry, Contractor
A. V. Benedict, Resident Engineer

Columbia River Highway
Prefix 14-1028

LF1-3576)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail	34,757.5	Lin. Ft.	\$2.19	\$1.98	\$68,936.34	\$76,118.93
Corr. Metal Sight Posts	428	Each	4.00	3.05	1,304.29	1,712.00
Woven Wire & Metal Post Fench	236.1	Rod	8.00	6.48	1,529.94	1,888.80
PA #1, Purchase Metal Guard Rail	425	Lin. Ft.	0.868	0.868	368.90	368.90
PA #1, Purchase 8-Inch Concrete Posts	12	Each	5.00	5.00	60.00	60.00
PA #1, Purchase Corr. Metal Sight Posts	22	"	1.30	1.30	28.60	28.60
					\$72,228.07	\$80,177.23

Gross Revenue	\$80,177.23
Total Cost	72,228.07
Net Profit	\$ 7,949.16

Net Profit Equals 9.91% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:

Supervision	\$ 2,750.00	
Labor	11,939.60	
Labor Insurance	<u>896.06</u>	\$15,585.66

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	\$ 582.00	
" " , Hired	1,627.00	
Gas, Oil and Grease	1,699.00	
P.L. & P.D. Insurance	460.00	
Explosives	102.50	
Small Tools & Misc. Supplies	1,730.46	
Bond	481.06	
Home Office and General Overhead	240.53	
Subcontract (Painting of Guard Rail, Including Paint)	<u>3,500.00</u>	10,422.55

Materials:

Woven and Barb Wire Fence			\$ 458.90	
6' T-Section Posts	240 Each	at \$0.84	201.60	
6' 1.9"x1-3/8 O.D. End				
Posts With Caps	6 "	" 4.73	28.38	
6 1/2 x 2 1/2 Corner Posts	4 "	" 8.68	34.72	
Zinc Chromate Paint	15 Gal.	" 6.00	90.00	
White Cement	8 Sacks	" 4.25	34.00	
Lime	4 "	" 2.45	9.80	
Ready Mix Concrete	7 Yards	" 16.75	117.25	
Guard Rail	35,182.5 Lin. Ft.	" 0.868	30,538.41	
U.S. Tuthill End Pieces	34 Each	" 2.70	91.80	
8" Concrete Posts	2,806 Each	" 5.00	14,030.00	
Corr. Metal Sight Posts	450 "	" 1.30	<u>585.00</u>	46,219.86

Total Cost \$72,228.07

Remarks:

This was a "Federal Aid Project" calling for the construction of 34.757.5 linear feet of metal guard rail, furnishing and installing 428 metal sight posts and the construction of 236.1 rods of stock fence. The contract was bid and awarded April 9th, 1953. Work started May 20th, 1953, and was completed October 15th, 1953.

The contractor moved in two men and his equipment and started putting in the stock fence May 20th, 1953. A 60 CFM compressor and one jackhammer were used to drill the holes when solid rock was encountered. One pickup truck was used to haul and distribute the posts and wire fencing over the section. Good progress was made and the fencing was finished in ten days, or on June 1st.

Six men started driving concrete posts and constructing guard rail June 2nd, 1953, and for this operation the following equipment was used: one Ferguson tractor with hydraulic hoist used to lift and lower posts into the holes, one homemade truck-mounted hole punch that worked on the same principle as a pile driver which at first was almost a failure, but with a lot of re-vampment it turned out to be a very fast and economical operation. They were able to put in an average of 1,500 to 2,000 feet per week. Two weeks were lost when the contractor moved to another job to put in guard rail and to wait on the bridge contractor to move his equipment so the guard rail could be put in. Painting of the guard rail was subcontracted to the Tri-State Painting Company for \$3,500.00; 305 gallons of paint were used. Guard rail was completed September 29th, 1953.

428 Corr. metal sight posts were installed by two men in 12 working days, starting September 30th, 1953, and was completed October 15th, 1953, for an average of 36 posts per day. These posts were set in rocky fill, and considerable work, bars and shovels were required in digging post holes.

With good bid prices and personal supervision of the work, the contractor realized a good profit.

E. H. Clymer
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
FOR FILING



filed

HF 1-35 (0)
3909

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING

PORTLAND 4, OREGON

December 17, 1953

NO. D
E. QUERY

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
State of Oregon
Salem, Oregon

Re: Bond #188634 George E. Berry Contract No-3909

Dear Mr. Glaisyer:

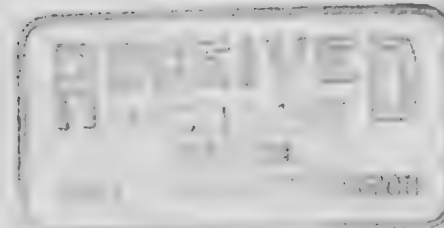
Receipt is acknowledged of your letter of November 27 stating that the State Highway Commission was prepared to release semi-final payment to George E. Berry on this contract covering work performed on the Hood River-Mosier Section of the Columbia River Highway in the amount of \$5,810.11.

Thank you for this information.

Very truly yours

Howard T. Coleman, Manager
Fidelity and Surety Department

HTC:lg



AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

RECEIVED
NOV 27 1953
FOR FILING

BFI-35(4)
2901

November 27, 1953

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to George L. Barry on contract No. 3909, covering work performed on the Hood River-Mosier section of the Columbia River highway in Hood River & Wasco Counties. This payment in the amount of \$5,810.11 will be released to contractor on or after December 7, 1953. The retained percentage is \$2,405.32.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

United Pacific Insurance Co.
Larham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

11-27-53
m

RECEIVED
3909

December 14, 1953

United Pacific Insurance Company
Fidelity & Surety Department
Seattle 14
Washington

Gentlemen:

State Highway contract No. 3909 for work performed on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties was completed by the contractor, George F. Berry, on October 15, 1953, and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of \$2,405.32 will be released to the contractor on or after December 24, 1953. The total contract amount is \$20,177.23 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: Durham & Bates
901 SW Washington
Portland 5, Oregon

United Pacific Insurance Co.,
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

NOTED ON CARD

12-14-53-8

RECEIVED

FOR FILING

HFI-35(6)

27-1

November 3, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 15, 1953 on Contract No. 3909, Hood River-Mosier (Guard rail and sight posts) Section, in Hood River and Wasco Counties, in connection with Federal Aid Project No. HFI-35 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 17, 1953, 19

Section Hood River - Mosier Kind of work Guard Rail and Sight Posts
 Highway Columbia River Section prefix 14-1028
 Contractor George E. Barry Contract number 3909
 Date of contract April 9, 1953, 19 Date of completion Nov. 30, 1953, 19
 Date work started May 20, 1953, 19 Estimated date of completion Oct. 31, 1953, 19
 Amount of contract Project \$85,098.88 Per cent of time elapsed 81 %
 Estimated cost of completed project, exclusive of engineering \$ 85,000
 Per cent of contract completed, based on total contract price 98 %
 Engineering cost to date \$ 5,600, 86 % Date project was completed Oct 15, 19 53

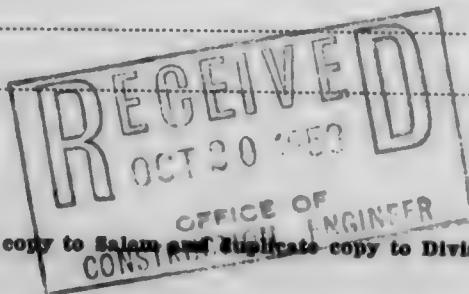
General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

George Barry back with 4 men. Set sight posts Monday. Drove the remainder
of guard rail adjacent to the Hood River bridge Tuesday, but still unable to
set remaining sight posts because contractor on the bridge occupies the
Northerly shoulder of the road.

Painting crew back about noon Tuesday. Completed painting of guard rail
on this project Thursday.

Berry expects to set remaining sight posts on his way thru some weekend
after General Construction Company vacates the shoulder.

NOTED
 FORREST COOPER

Signed Forrest CooperAddress P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	Guard Rail	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.66				
Miles partially completed	7.66				
Miles completed	7.6				
Total estimated quantities	55,500 lin.ft.				
Estimated quantities moved or placed to date	55,457 " "				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	9				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Fair		
Tuesday	Cool		
Wednesday	Clear		
Thursday	Fair		
Friday	Clear		
Saturday	Cloudy		

RECEIVED

FOR FILING

FORM E-30 25M 9-51 52910

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1953

SUBJECT:

To:

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
1290 Wall Street
Bend, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between George E. Berry and the Tri-State Painting Company, covering the painting of the guard rail on the Hood River-Mosier Section, Oregon BFI-35(6), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

Encl.

cc W. C. Williams ✓
2 - C. G. Polk

RECEIVED

MAY 25 1953

FOR FILING

BFI-35(4)
3009

May 21, 1953

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 20, 1953 on Contract No. 3909, Hood River-Mosier Guard Rail and Sight Post Project, in connection with Federal Aid Project No. BFI-35 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:tp

RECEIVED
MAY 15 1953
FOR FILING

May 14, 1953

Mr. George E. Berry
Route 2, Box 35
Beaverton, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3909, which was awarded to you on April 9, 1953 by the State Highway Commission, for guard rail and sight posts on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco Counties.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
1953
FOR FILING

April 10, 1953

George E. Berry
Route 2, Box 35
Beaverton, Oregon

Dear Mr. Berry:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 1909 for construction of the Hood River-Mosier Guard Rail and Sight Post Project on the Columbia River Highway between Hood River and Mosier in Hood River and Wasco Counties. This award was based on your bid of \$81,066.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glatsyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

Enclosure

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franswa, SIAC

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFL-35(6)
3909

April 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 3909 for Oregon Project BFL-35(6), Hood River-Mosier Section (Structures), Columbia River Highway, to George E. Berry, Beaverton, Oregon, low bidder in the amount of \$81,088.00 at the April 9, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

See
RECEIVED
APR 11 1953

RECEIVED

FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This letter will confirm for the record our previous verbal notification of approval of the individual project program change in Item 21, Project BFL-35(6) to provide for the construction of guard rail and sight posts between Hood River and Shogren R.R. Overcrossing. The Acting Commissioner's action is as of March 12, 1953.

The approval is given under the provisions of Section 5 of Federal-aid Highway Act of 1950.

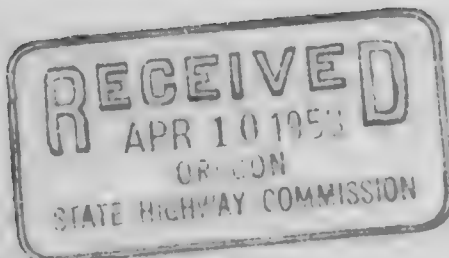
Very truly yours,

C. G. POLK
District Engineer

By

R. E. McMullen

R. E. McMULLEN
Program and Planning Engineer



RECEIVED
MAR 21 1953

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Guard Rail Contract

P. S. and E. documents for Oregon Project HFI-35 (6), Hood River-Mosier (Structures) Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

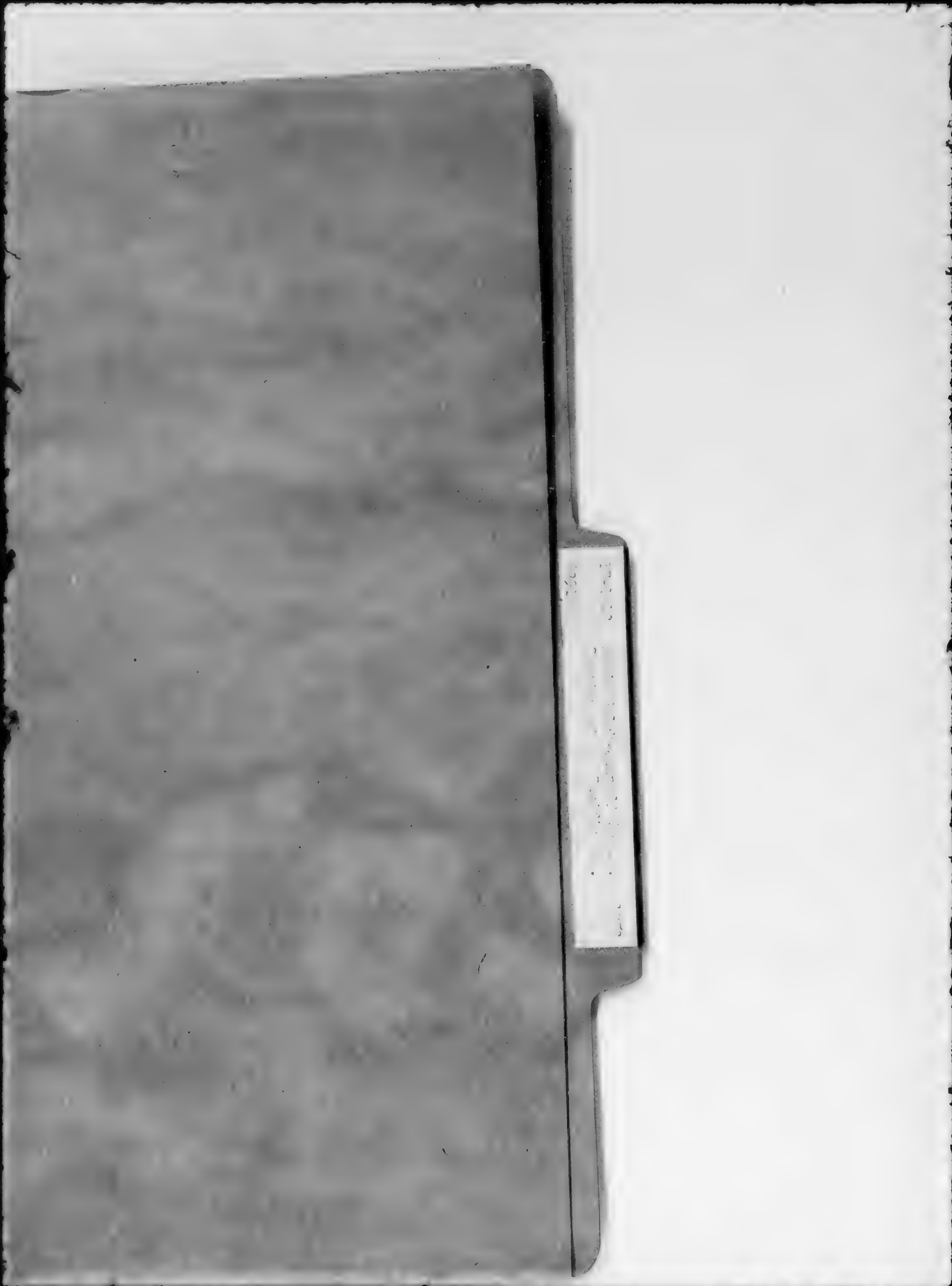
C. G. Folk
C. G. FOLK
District Engineer

RECEIVED
MAR 27 1953
OREGON
STATE HIGHWAY COMMISSION

524

3909

SP1 : Contract 3636



R. H. Baldock

March 18th, 1954

RECEIVED
FOR FILING

FINAL COST ANALYSIS

Joe Creek Section

Contract #3910

Pavement Widening

J. C. Compton Co., Contractor

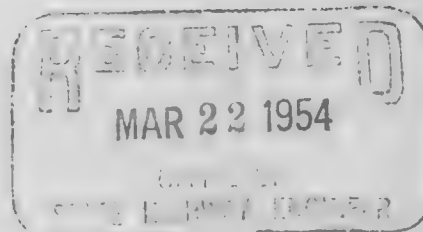
A. L. Chapman, Resident Engineer

Pacific Highway

Prefix 17-1013

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Grading & Reshaping Existing Shoulders	5.43	Mile	\$500.00	\$964.51	\$ 5,237.29	\$ 2,715.00
Class "B" Asphaltic Concrete	6,824.04	Ton	7.00	7.904	53,935.29	47,768.28
RS-2 Emuls. Asphalt in Pavement Seal	85.30	"	50.00	43.69	3,726.83	4,265.00
Aggregate in Pavement Seal	610	Cu. Yd.	5.00	4.18	2,547.00	3,050.00
Aggregate in Shoulder Oiling	1,235	" "	5.00	4.18	5,160.61	6,175.00
150-200 Asphalt in Shoulder Oiling	75.81	Ton	45.00	41.23	3,126.01	3,411.45
RS-2 Emuls. Asphalt in Shoulder Oiling	21.32	"	50.00	44.17	941.72	1,066.00
					\$74,674.75	\$68,450.73

	J. C. Compton Co.	M. C. Lininger & Sons	Total
Total Cost	\$62,951.56	\$11,721.06	\$74,672.62
Gross Revenue	53,786.67	14,664.06	68,450.73
Profit		\$ 2,943.00	
Loss	\$ 9,164.89		\$ 6,221.89
% Profit		20.05%	
% Loss	17.04%		9.09%



J. C. Compton Co., Contractor

Detail of Cost

Labor:

Labor and Supervision	\$21,842.55	
Labor Insurance	<u>1,419.76</u>	\$23,262.31

Equipment Rental and Misc. Supplies:

Owned Equipment	\$ 9,997.59	
Rented Equipment (Not Operated)	4,246.91	
Gas, Oil and Grease	3,131.17	
Heating Oil (10,293 Gal.)	1,049.84	
Bond	407.57	
P.L. and P.D. Insurance	287.32	
P.U.C. Fees	151.44	
Home Office and General Overhead	2,053.52	
Small Tools and Misc. Supplies	<u>308.69</u>	21,634.05

Materials:

86-100 Asphalt	402.92 Tons at \$22.50	\$ 9,066.10	
RS-2 Asphalt	106.62 " " 25.00	2,663.15	
150-200 Asphalt	75.81 " " 22.50	1,705.73	
Freight on Asphalt	378.35 " " 7.80	<u>4,620.22</u>	18,055.20

Total Cost	\$62,951.56
------------------	-------------

Breakdown of Asphaltic Concrete Cost

	Quantity	Unit	Unit Cost	Total Cost
Move In* and Set Up	6,824.04	Ton	\$0.375	\$ 2,561.51
Feed and Manufacture	"	"	1.373	9,372.74
Asphalt (Including Freight)	"	"	1.848	12,613.82
Aggregate	"	"	1.323	9,024.92
Haul to Road	"	"	1.645	11,223.09
Street Work	"	"	1.193	8,138.17
Traffic Control	"	"	0.147	1,001.04
Total	6,824.04	Ton	\$7.904	\$53,935.29

* Move in cost prorated to State, County and private work; 11,786.41 tons total produced at this setup.

M. C. Lininger & Sons, Crushing Subcontractor

Detail of Cost

Labor:

Supervision	\$ 436.67	
Labor	3,496.56	
Labor Insurance	<u>192.31</u>	\$ 4,125.54

Equipment Rental & Misc. Supplies:

Equipment Rental (Owned)	\$ 4,445.45	
Gas, Oil and Grease	878.95	
Move In Cost*	1,324.82	
P.L. & P.D. Insurance	53.44	
Royalty on Gravel (\$0.04)	289.32	
Home Office and General Overhead	<u>603.54</u>	7,595.52

Total Cost \$11,721.06

*Move in cost prorated for Mackin Gulch-Jumpoff Joe Creek Pavement Widening, Azalea-Jumpoff Joe Creek Rock Production and County and private paving.

Total Rock Produced at This Setup

Aggregate for oiling Mackin Gulch-Jumpoff Joe Creek Section	1,845 Cu. Yd.
" " paving Mackin Gulch-Jumpoff Joe Creek Section	5,388 " "
" " for County and private paving	3,919 " "
Stockpile aggregate for Azalea-Jumpoff Joe Creek Section	<u>11,096 " "</u>
	22,248 Cu. Yd.

Breakdown of Crushing Cost

M. C. Lininger & Sons

	Quantity	Unit	Unit Cost	Total Cost
Move In and Set Up	7,233	Cu. Yd.	\$0.200	\$ 1,458.55
Load and Haul to Crusher	"	" "	0.361	2,638.31
Crushing	"	" "	0.700	5,114.49
Haul to Stockpile	"	" "	0.175	1,276.21
Stockpile	"	" "	0.169	1,233.50
Total	7,233	Cu. Yd.	\$1.605	\$11,721.06

Gross Revenue \$14,664.06

Total Cost 11,721.06

Net Profit \$ 2,943.00

Net Profit Equals 20.05% of Gross Revenue

Remarks:

This was a "State Project" for the widening of the existing highway to provide climbing lanes on the Pacific Highway approximately 15 miles north of Grants Pass in Josephine County. The work included grading and reshaping 5.43 miles of shoulders, 7,000 tons of asphaltic concrete and 5.43 miles of shoulder oiling.

Bids were opened and the contract was awarded April 9th, 1953, to the J. C. Compton Co. of McMinnville. This contract was awarded in conjunction with the Azalea-Jumpoff Joe Creek Rock Production Project. The crushing on both projects was subcontracted to M. C. Lininger & Sons of Medford.

The contractors elected to use a private source of gravel, which was mine tailings in Coyote Creek, 3.0 miles easterly from the Pacific Highway at M.P. 255.40. The crushing subcontractor started moving in on May 26th, and crushing started June 3rd. The crushing equipment consisted of a portable, 3-crusher, diesel and diesel-electric powered plant with all the necessary accessory equipment. The crusher operated two 8-hour shifts per day, for a total of 472 hours. The production averaged 47.1 cu. yd. per hour. Very little downtime was experienced, but, due to the highly abrasive nature of the rock being crushed; 10 days were lost while the crushing faces were rebuilt. Crushing and moving out was completed on July 31st, 1953.

The move-in of the Pioneer continuous-mix hot plant used by the paving contractor started June 15th, and production of 4,500 tons of A.C. for Douglas County at Glendale started June 23rd. While the hot plant was being set up and during production of A.C. for Douglas County, a company-owned #12 caterpillar blade and a rented Adams 414 blade were excavating the excess material from the shoulder area. For two days two rented tournapulls with scrapers excavated the deeper portions of the shoulder area. At other times a rented scoopmobile picked up the excess and dumped it over the bank. The prepared grade was rolled with an 8-ton tandem roller. Just before the base course of asphaltic concrete was laid, a laborer went ahead cleaning the edge of the existing pavement to provide a good contact surface.

Laying of the asphaltic concrete was started June 30th. After several methods had been tried with little success, the contractor began dumping the base course from the tailgate of moving trucks and spreading with two blades. This was then rolled by an 8-ton tandem roller. The top course was laid with an Adnun paver which had one side blocked off to accommodate the 5- and 6-foot widths of the work. Due to the nature of the work and the number of long tapers involved, a large amount of hand work was necessary. A 3-leg, 10-ton roller worked behind the Adnun.

The hot plant worked 81 hours net, for an average production of 84.25 tons per hour. The plant was fed with a D-8 caterpillar dozer, while 7 company and 10 hired trucks hauled hot mix to the road. Paving was completed on July 14th, and the plant produced about 450 tons of A.C. for private sale in Wolf Creek. The move-out was completed on July 17th.

The oiling crew moved in on August 14th, laid the shoulder oil and seal, rebladed the shoulders and slopes, and moved out on August 25th. The crew used 2 transport trucks for asphalt, a retort, a distributor, a 3/4 cu. yd. Byers shovel, seven trucks, a caterpillar #12 blade and an 8-ton roller.

Due to the excessive amount of hand labor involved and the slow progress due to the narrowness of the lane being constructed, a considerable loss was experienced.

E. H. Clymer
Chief Cost Analyst

By . . Curtis H. Baker

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17-1013

3910

McMinnville Gulch-Jumpoff Joe Creek Section, Pacific Highway, Josephine County; Pavement Widening. Bids Opened April 9, 1953.			
(1)—J. C. Compton Co., McMinnville			\$ 70,805
(2)—F. L. Somers & Central Heating, Eugene			77,295
(3)—Acme Const. Co., Eugene			118,772
	(1)	(2)	(3)
Grade, reshape exist shldr., 5.43 mile	\$500.00	\$500.00	\$800.00
Class B asph concrete, 7000 ton	7.00	8.00	12.75
RS-2 emul asph in pvm.t seal, 100 ton	50.00	50.00	55.00
Aggregate in pavement seal, 600 c.y.	5.00	4.00	5.50
Aggregate in shldr oiling, 1140 c.y.	5.00	5.00	5.00
150-200 asph in shldr oiling, 90 ton	45.00	46.00	50.00
RS-2 emul asph in shldr oiling, 25 ton	50.00	50.00	55.00
Sprinkling, 30 M-gal.	3.00	3.00	5.00

OREGON STATE HIGHWAY DEPARTMENT

(date)

October 15, 1953

17-1013
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3910

5-final

J. C. COMPTON CO.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

20063

R78254

\$ 2,053.52

10/15/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1953

Time Extensions: None

Completion Date: Aug. 26, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-16-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

[Signature: Floyd Query]

Warrant Mailed: OCT 1

[Signature: A. A. Wicklander]

RECEIVED

10-19-53

RECEIVED
OCT 5 1953
FOR FILING

October 5, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3910 for work performed on the Mackin Gulch-Jumpoff Joe Creek Section of the Pacific Highway in Josephine County was completed by the contractor, J. C. Compton Co., on August 26 and was accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of \$2,053.52 will be released to the contractor on or after October 15, 1953. The total contract amount is \$68,450.73 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

10-5-53

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1953
FILING

September 18, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. for work performed in connection with contract No. 3910, covering the Mackin Gulch-Jumpoff Joe Creek Section of the Pacific Highway in Josephine County.

This payment, in the amount of \$18,054.79, will be released to the contractor on or after September 28, 1953. The retained percentage is \$2,053.52.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

21

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

9-18-53 gl

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

17-1013

For Week Ending September 5, 1953

Section Mackin Gulch-Jumpoff Joe Creek Kind of work Pavement Widening
 Highway Pacific Section prefix 17-1013
 Contractor J. C. Compion Co. Contract number 3910
 Date of contract April 9, 1953 Date of completion August 31, 1953
 Date work started _____, 19____ Estimated date of completion August 26, 1953
 Amount of contract \$ 73,991.23 Per cent of time elapsed 98.61 %
 Estimated cost of completed project, exclusive of engineering \$ 73,991.23
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 4,572.04, 80.72 % Date project was completed August 26, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

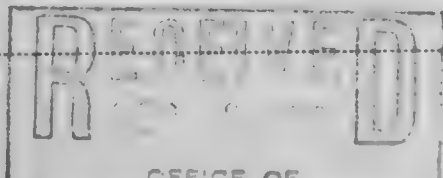
Party completed marking centerline and lanes for striping.

Striping/crew painted lane stripes on highway.

Office force completed Semi-final Estimate for job and Estimate was forwarded to Division Office on Friday, Sept. 4th, 1953.

NOTED
FORREST COOPER

NOTED
HIMSON



Signed _____

Address Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.43				5.43
Miles partially completed					
Miles completed	5.43				5.43
Total estimated quantities	5.43				6,824.04
Estimated quantities moved or placed to date	100%				6,824.04
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
					OTHER SOURCES		
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

RECEIVED
MAY 14 1953
FOR FILING

May 14, 1953

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3910, for pavement widening on the Mackin Gulch-Jumpoff Joe Creek Section of the Pacific Highway in Josephine County, awarded April 9, 1953.

Contract No. 3911, for rock production on the Azalea-Jumpoff Joe Creek Section of the Pacific Highway in Josephine and Douglas Counties, awarded April 9, 1953.

Executed copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours

H. B. Olaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encls.

RECEIVED
MAY 7 1953
FOR FILING

17-1712
3910

May 7, 1953

REGISTERED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

Your Contracts No. 3910 for the Makin Gulch-Jumpoff Joe Creek Section and No. 3911 for the Asalea-Jumpoff Joe Creek Rock Production Project on the Pacific Highway in Josephine and Douglas counties have been received in this office fully executed.

We are, therefore, returning your certified checks drawn on the First National Bank of McMinnville, Oregon, in the amounts of \$4,000 and \$2,500 which you submitted with your proposals on April 9, 1953.

Very truly yours

H. B. Olaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

■

Floyd Query, Acting Secretary

■
Attach.

cc - Accounting Division

RECEIVED
APR 11 1953
FOR FILING

April 10, 1953

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contracts Nos. 3910 and 3911 for construction of the Makin Gulch-Jumpoff Joe Creek Section of the Pacific Highway and the Azalea-Jumpoff Joe Creek Rock Production Project, respectively, in Josephine and Douglas Counties. This award was based on your low combination bid of \$111,055.00 which was submitted to the Commission on that day for these projects.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

slr
Enclosure

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

17-8303

Azalea-Jumpoff Joe Cr. Rock
Prod. Proj., Pacific Hwy.

1953

#3911

RECEIVED
DEC 4 - 1953
FOR FILING

October 29th, 1953

NOTED
State Highway Engineer

FINAL COST ANALYSIS

Azalea-Jump Off Joe Creek Section Rock Production

Contract #3911

J. C. Compton Co., Contractor

M. C. Lininger, Subcontractor

A. L. Chapman, Resident Engineer

Pacific Highway
Prefix 17-8303

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Crushed Material in Stockpile	4,770.24	Cu. Yd.	\$3.50	\$2.20	\$10,503.12	\$16,695.84
1/2"-1/4" Crushed Material in Stockpile	4,459.83	" "	3.50	2.20	9,819.65	15,609.41
1/4"-#10 Crushed Material in Stockpile	1,866.38	" "	3.50	2.20	4,109.40	6,532.33
SP Haul Adj., Favor of Contractor	3,990.4	Yd. Mi.	0.12	0.12	<u>478.85</u>	<u>478.85</u>
					\$24,911.02	\$39,316.43

Gross Revenue \$39,316.43

Total Cost 24,911.02

Net Profit \$14,405.41

Net Profit Equals 36.64% of Gross Revenue

M. C. Lininger & Sons, Subcontractors

Detail of Cost

Labor:

Labor and Supervision	\$8,647.96	
Labor Insurance	<u>424.29</u>	\$9,072.25

Equipment Rentals & Misc. Supplies:

Equipment Rental (Owned)	\$8,739.44	
Hired Equipment	841.23	
Gas, Oil and Grease	2,494.45	
Move In and Set Up	2,022.18	
Royalty on Gravel	444.86	
Bond	293.81	
P.L. and P.D. Insurance	81.57	
Home Office and General Overhead	<u>921.23</u>	15,838.77

Total Cost \$24,911.02

Breakdown of Crushing Cost

Contract #3911

Item	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up (Prorate for 2 Jobs)	11,096.45	Cu. Yd.	\$ 2,022.18	\$0.182
Load & Haul to Crusher	"	" "	3,995.59	0.360
Crushing	"	" "	7,745.50	0.698
Haul to Stockpile (7.23 Mi. Av. Haul)	"	" "	9,416.74	0.849
Stockpile	"	" "	1,731.01	<u>0.156</u>
Total				\$2.245

Total Amount of Crushed Material Produced at This Setup:

11,096 Cu. Yd. for Contract #3911 (Stockpile Material)

7,233 " " " " #3910 (Asphaltic Concrete and Aggregate for Shoulder Oiling)

3,914 Cu. Yd. for Douglas County and Others (Asphaltic Concrete Rock)

22,243 Cu. Yd. Total

The plant operated a total of 472 hours for an average production of 47.1 cu. yd. per hour.

Remarks:

This was a "State Project" for the crushing and stockpiling of approximately 11,000 cubic yards of crushed material for later use by the State in maintenance work on the Pacific Highway.

The contract was awarded April 9th, 1953, in conjunction with the Mackin Gulch-Jump Off Joe Creek pavement widening project to J. C. Compton Co. of McMinnville. The crushing on both jobs was subcontracted to M. C. Lininger & Sons of Medford. The subcontractor started moving in on May 26th, and crushing started on June 3rd, 1953. The crusher was moved out by July 31st.

Equipment used on the job by the subcontractor consisted of a 3-crusher, portable crushing plant with 3 diesel power units, a diesel-electric generator set, and conveyors, electric motors and other accessories as needed. A $3/4$ cubic yard shovel and two five-yard trucks hauled to the crusher; two five-yard and two eight-yard trucks hauled to stockpiles, and one five-yard truck hauled reject material and paving aggregate which was stockpiled at the plant. One hired truck was used part of the time on the haul to the stockpiles, which averaged 7.23 miles.

The contractor elected to use a private gravel source in Coyote Creek which was 3.0 miles easterly from the Pacific Highway at M.P. 255.40. The material used was tailings from placer mining operations. Very good progress was made in this material, with an average production of 47.1 cu. yd. per hour. Very little down time was experienced, but, due to the abrasive nature of the rock, the crusher was down 10 days after moving out for replacement of the manganese on the crushing faces.

The move in cost was low due to the fact that the crushing was done for two jobs from one setup. High bid prices, good progress and personal supervision resulted in a very good profit.

E. H. Clymer
Chief Cost Analyst

By . . Curtis H. Baker

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 17, 1953

17-72
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3911

3-Final

J. C. Compton Co.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

18063

R-76203

\$ 1,500.29

9/17/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

J. B. Hen
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1953

Time Extensions: None

Completion Date: July 28, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-18-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
JH

RECEIVED
FOR FILING

17-1

September 4, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3911 for rock production on the Asalea-Jumpoff Joe Creek Section of the Pacific Highway in Josephine and Douglas Counties was completed by the contractor, J. C. Compton Co., on July 28 and was formally accepted by the Highway Commission on August 6, 1953.

Final payment in the amount of \$1,500.³¹ will be released to the contractor on or after September 14, 1953. The total contract amount is \$39,316.43, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

9-4-53 (

RECEIVED
AUG 11 1953
FOR FILING

17-8203
3911

August 11, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
Wills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. in connection with contract No. 3911, for rock production on the Azalea-Jumpoff Joe Creek Section on the Pacific Highway in Josephine and Douglas Counties.

This payment, in the amount of \$18,632.64, will be released to the contractor on or after August 21, 1953. The retained percentage is \$1,169.57.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

21

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

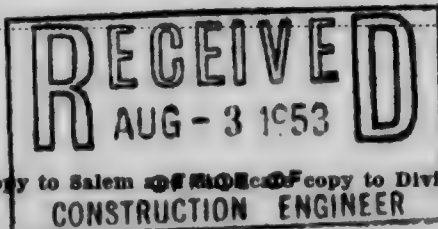
For Week Ending August 1, 1953

Section Azalea-Jumpoff Joe CreekKind of work Rock ProductionHighway PacificSection prefix 17-8303Contractor J. C. Compton CompanyContract number 3911Date of contract April 9, 1953Date of completion October 31, 1953Date work started May 26, 1953Estimated date of completion July 28, 1953Amount of contract \$ 42,583.75Per cent of time elapsed 55.61 %Estimated cost of completed project, exclusive of engineering \$ 39,485.13Per cent of contract completed, based on total contract price 100 %Engineering cost to date \$ 1,406.15, 43.13 % Date project was completed July 28, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shaping stockpiles on July 28, 1953 and
completed removal of crushing plant on July 31, 1953.

NOTED
CORREST COOPER

Signed A. J. ChapmanAddress Box 306, Grants Pass, Oregon

Mail original copy to Salem ~~Office~~ copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

CONSTRUCTION ENGINEER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			24.1		
Miles partially completed					
Miles completed					
Total estimated quantities			11,095.95		
Estimated quantities moved or placed to date			11,095.95		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers ...1....., Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

RECEIVED
MAY 15 1953
FOR FILING

May 14, 1953

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3910, for pavement widening on the Mackin Gulch-Jumpoff Joe Creek Section of the Pacific Highway in Josephine County, awarded April 9, 1953.

Contract No. 3911, for rock production on the Azalea-Jumpoff Joe Creek Section of the Pacific Highway in Josephine and Douglas Counties, awarded April 9, 1953.

Executed copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encls.

RECEIVED
MAY 7 1953
FOR FILING

17-1000
2911

May 7, 1953

REGISTERED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

Your Contracts No. 3910 for the Wakin Gulch-Jumpoff Joe Creek Section and No. 3911 for the Asales-Jumpoff Joe Creek Hook Production Project on the Pacific Highway in Josephine and Douglas counties have been received in this office fully executed.

We are, therefore, returning your certified checks drawn on the First National Bank of McMinnville, Oregon, in the amounts of \$4,000 and \$2,500 which you submitted with your proposals on April 9, 1953.

Very truly yours

H. B. Olmeyer, Secretary
OREGON STATE HIGHWAY COMMISSION

■

Floyd Query, Acting Secretary

nd
Attach.

cc - Accounting Division

RECEIVED
FOR FILING

17-2302
3711

April 10, 1953

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contracts Nos. 3910 and 3911 for construction of the Makin Gulch-Jumpoff Joe Creek Section of the Pacific Highway and the Azalca-Jumpoff Joe Creek Rock Production Project, respectively, in Josephine and Douglas Counties. This award was based on your low combination bid of \$11,275.00 which was submitted to the Commission on that day for these projects.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. P. Claisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ehr
Enclosure

cc H. G. Smith
 S. H. Probert
 W. M. Franzwa, SIAC

17-1014 Division No. 3 Reeling 1953
Project on Four State Hwys.
#3912

RECEIVED
DEC 2 - 1954
FOR FILING

1-1-54

December 1, 1954

White, Sutherland and Parks
Attorneys and Counselors at Law
1100 Jackson Tower
Portland 5, Oregon

ATTENTION: Richard J. Brownstein

Dear Mr. Brownstein:

This is in reply to your letter of November 30th concerning the claim of Mr. Howard R. Williams against Baker Paving Co.

Our contract No. 3960 for paving Michigan Ave. in the town of Empire was awarded to Porter W. Yett, 6500 N. E. Ainsworth St., Portland 13, Oregon on June 25, 1953, was completed September 28th and was accepted by the Highway Commission on October 29, 1953. We have no record of Baker Paving Co. acting as a subcontractor on this job.

Baker Paving Co. has been awarded contract No. 3912 for re-oiling in Josephine, Lane and Douglas Counties. This project was awarded April 9, completed September 8, and accepted by the Highway Commission on September 24, 1953. Also, they were awarded contract No. 4257 for shoulder oiling on the Hauser-Coos Bay Section on the Oregon Coast Highway in Coos County. However, this contract was awarded on August 10, 1954 and completed September 30th, which appears to be a year later than the dates in which you are interested.

Although we have no record of Baker Paving Co. as a subcontractor on contract No. 3960, it is possible that they may have hauled asphalt for Mr. Yett without being listed as subcontractor. We regret that we cannot identify the claim that you mention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

C
O
P
Y

WHITE SUTHERLAND AND PARKS
Attorneys and Counselors At Law
1100 Jackson Tower
Portland 5, Oregon

November 30, 1954

OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

Attention: Mr. Cattrell

Dear Sir:

We Have been informed by R. H. Erickson, City Engineer of the city of Empire, Oregon, that James L. Baker, doing business as the Baker Paving Company, performed certain tasks in connection with the contract performed for the city of Empire by Mr. Porter W. Yett during the months June through September, 1953.

This firm represents Howard R. Williams, Inc., a motor carrier. During the period last mentioned our client moved road oil and liquid asphalt for the Baker Paving Company to the city of Coos Bay and Empire, for which hauls our client has not yet been paid. Thus, we are interested in your informing us as to whether any of the products mentioned were used in connection with a highway contract between the state or any sub-division thereof and Porter W. Yett which might be secured by an undertaking furnished by Porter W. Yett.

Your cooperation is very much appreciated.

Very truly yours,

WHITE, SUTHERLAND AND PARKS

RECEIVED
NOV 1 1954
FOR FILING

October 25, 1954

C
O
P
Y

White, Sutherland and Parks
Attorneys and Counselors at Law
1100 Jackson Tower
Portland 5, Oregon

Attention: Mr. Richard J. Brownstein

Gentlemen:

By separate mail we are forwarding a certified copy of contract and bond No. 4257 awarded to Baker Paving Company August 10, 1954, for shoulder oiling on the Hauser-Coods Bay Section of the Oregon Coast Highway in Coos County. This contract was completed September 30, 1954, but has not yet been accepted by the Commission.

Your affidavit of claim mentions the delivery of asphalt products in June and September, 1953, in and around the county of Coos. The only contract we have with Baker Paving Company in operation during 1953 was Contract No. 3912 for re-oiling on four state highways in Josephine, Lane and Douglas counties, so it appears that these products may not have been used on a state highway contract. It is possible, however, that Baker Paving Company may have operated as a Subcontractor, but our records do not disclose such operations.

Contract No. 3912 was completed September 8 and accepted by the Commission on September 24, 1953.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

RECEIVED

F H HADDOCK

February 2nd, 1954

17-1014
 Division 3 Reotling
 Contract #3912

FINAL COST ANALYSIS
 Baker Paving Co., Contractor
 H. E. Mayfield, Resident Engineer

Four State Highways
 Prefix 17-1014

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	14.49	Mile	\$25.00	\$29.06	\$ 421.13	\$ 362.25
Preparation of Shdrs.	12.62	"	100.00	47.84	603.73	1,262.00
Placing Aggregates	7,509.50	Cu. Yd.	1.25	1.00	7,496.98	9,386.88
Hauling "	19,763.75	Yd. Mi.	0.14	0.31	6,130.14	2,766.93
Furnish & Place 150-200 Asphalt	445.665	Ton	38.00	36.67	16,340.74	16,935.27
Furnish & Place RS-1 Emulsified Asphalt	205.914	"	45.00	39.52	<u>8,137.67</u>	<u>9,266.13</u>
					\$39,130.39	\$39,979.46

Gross Revenue \$39,979.46
 Total Cost 39,130.39
 Net Profit \$ 849.07

Net Profit Equals 2.12% of Gross Revenue

NOTED
 State Highway Engineer

Detail of Cost

Labor:

Labor	\$ 7,345.19	
Labor Insurance	<u>448.04</u>	\$ 7,793.23

Materials:

150-200 Asphalt	\$10,027.46	
Freight on 150-200	3,301.75	
RS-1 Emulsified Asphalt	5,203.58	
Freight on RS-1	<u>1,525.53</u>	20,058.32

Equipment Rental & Misc. Supplies:

Owned Equipment	\$ 4,592.79	
Rented Equipment (Fully-operated)	2,286.84	
Gas, Oil & Grease	1,173.81	
Butane	114.71	
Freight on Equipment	902.29	
Home Office & General Overhead	1,199.38	
Bond	380.00	
P.L. & P.D. Insurance	91.81	
Small Tools & Misc. Supplies	<u>537.21</u>	11,278.84

Total Cost		\$39,130.39
----------------------	--	-------------

Remarks:

This was a "State Contract" for the recoiling and shoulder oiling on four state highways in Southwestern Oregon, Division #3. Bids were opened and the contract was let to the Baker Paving Co. of Coos Bay on April 9th, 1953.

The contractor moved onto Unit "E" on the Redwoods Highway near Cave Junction on July 8th, and started on the shoulder oiling portion of the contract. A blade and a power broom worked on cutting down shoulders while the remainder of the crew hauled and placed $1\frac{1}{4}$ "- $\frac{3}{4}$ " rock for the base course. Oiling of the shoulders started on July 15th. Progress was slow due to an inexperienced crew and lack of familiarity by the contractor with the type of work being done. This unit was finished on July 31st, and the crew moved to Units "A" and "B" on the McKenzie Highway near Blue River in Lane County. Work started there on August 4th, and finished on August 20th. Better progress was made on the full-width oiling work. The crew then moved to Unit "C" on the Territorial Highway near Veneta in Lane County. This unit was finished on August 24th, and the crew moved to Unit "D" on the Umpqua Highway near Scottsburg. Rain prevented oiling until August 29th, on this section, but all the oiling was finished by September 5th. Blading, brooming and other work continued until September 8th, when the project was accepted as complete.

Slow progress due to an inexperienced crew resulted in a very small profit.

E. H. Clymer
Chief Cost Analyst

By . . Curtis H. Baker

RECEIVED
JAN 29 1954
FOR FILING

Lewis

17-1211
211-

January 26, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: W. Talbot Sinclair, Manager

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Weaver Bros., Inc., of Portland against Baker Paving Company. The claim, which is in the sum of \$1,250.90, is for freight charges incurred on State Highway Contract No. 3912 for reoiling and shoulder oiling in Division No. 3.

This information is passed on to your company inasmuch as it appears as the surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Baker Paving Company
Box 45
Coos Bay, Oregon

FILED ON CARD

1-26-54

7
January 21, 1954

COPY

Eart T. Newbry,
Secty. of State,
Salem, Oregon.

Gentlemen:

Notice her by is given that the undersigned Weaver Bros. Inc.
(DBA-Northern Lines) has claim for freight charges, State Contract
No. 3912, in the sum of \$1,250.90 against the bond taken from Baker
Paving Co., Coos Bay, Oregon and The United States Fidelity and
Guaranty Company, 201 Portland Trust Building, Portland, Oregon
for the work of Division No. 3 Reoiling and Shoulder Oiling Project
on Four State Highways in Josephine, Linn and Douglas County. The
contract was completed September 3, accepted by the Highway Commi-
ssion on September 24, and final payment made on November 25, 1953.

Very truly yours,

WEAVER BROS, INC. (DBA-Northern Lines)

By

Secty.

C/R

Copy-H.B. Glatyer, Secty.
Oregon State Highway Department.
Salem, Oregon.

ENDORSED

File No. 3407

Filed-January 22, 1954

EARL T. NEWBRY, Secretary of State

RECEIVED
JAN 9 1954
FOR FILING

Levin

17-1214

January 26, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

Thank you for your letter of January 22 to which was attached three copies of a claim filed with your office by Weaver Bros., Inc., against Baker Paving Company. The claim in the sum of \$1,250.90 has to do with State Highway Contract No. 3436.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

Should be 3412
FAQ:md

NOTED ON CARD

1-26-54



EARL T. NEWBRY

SECRETARY OF STATE

SALEM, OREGON

January 22, 1954

Mr. H. B. Glesbyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Weaver Bros. Inc. Portland, Oregon and filed as of this date, a notice of claim by Weaver Bros. Inc. for freight charges, in the sum of \$1,210.90 against the bond taken from Baker Paving Co., Coos Bay, Oregon and The United States Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, Oregon for the work of Reotiling and Shoulder Oiling Project on State Highways covered by State Contract No. 3911.

Our File No. 3436.

We are enclosing three copies of the claim for your information and files.

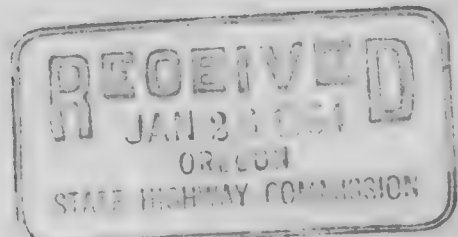
Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Clerk
Notarial Division

NF:W
Enc.



Weaver Bros., Inc.

6900 N. Fessenden St. PETROLEUM TRANSPORTERS Portland 3, Oregon

January 21, 1954.

Earl T. Newbry,
Secty. of State,
Salem, Oregon.

Gentlemen:

Notice hereby is given that the undersigned Weaver Bros. Inc. (DBA-Northern Lines) has a claim for freight charges, State Contract No. 3912, in the sum of \$1,250.90 against the bond taken from Baker Paving Co., Coos Bay, Oregon and The United States Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, Oregon for the work of Division No. 3 Recoiling and Shoulder Oiling Project on Four State Highways in Josephine, Linn and Douglas County. The contract was completed September 8, accepted by the Highway Commission on September 24, and final payment made on November 25, 1953.

Very truly yours,

WEAVER BROS. INC. (DBA-Northern Lines)

By *[Signature]*
Secty.

C/R
Copy-H.B. Glaisyer, Secty.
Oregon State Highway Department.
Salem, Oregon.

[Faint handwritten notes and signatures at the bottom of the page]

RECEIVED
JAN 22 1954
FOR FILING

Lewis

7-1011
3912

January 19, 1954

Weaver Bros., Inc.
6900 North Fessenden Street
Portland 3, Oregon

Gentlemen:

This is to acknowledge your letter of January 18 in which you advise that you have a claim against Baker Paving Company in the amount of \$1,250.90 for freight charges on State Highway Contract No. 3912. This contract is known as Division No. 3 Recoiling and Shoulder Oiling Project on Four State Highways in Josephine, Linn and Douglas County. The contract was completed September 8, accepted by the Highway Commission on September 24, 1953, and final payment made on November 25, 1953.

We suggest that you file your claim with the Secretary of State within the six months' period after the job is completed and accepted. Such a filing will give protection under the bond for a period longer than six months following completion and acceptance of the Contract.

The United States Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, Oregon, furnished the performance bond for this contract which is given to assure completion of the project and payment of all bills incurred on it. We will notify the surety and the contractor that your claim has been received and will also enter it in our records.

As final payment has been made on this job, the State cannot withhold payments in order to hasten the settlement of claims. If there appears to be difficulty in collecting your claim, we suggest that you also contact your attorney.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Weaver Bros., Inc.

6900 N. Fessenden St. PETROLEUM TRANSPORTERS Portland 3, Oregon

January 18, 1954.

Oregon State Highway Department,
State Office Bldg.,
Salem, Oregon.

Attention-Mr. H. B. Glaisyer, Secty.

Gentlemen:

We have outstanding against the Baker Paving Co., Box 45, Coos Bay, Oregon, the amount of \$1,250.90 covering freight Charges on shipments from July 15, 1953 to September 6, 1953 on your State Contract No. 3912, which we have been unable to collect.

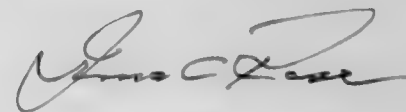
We have sent duplicate billing, statements, and letters to the above, and the last letter written on December 10, 1953 was returned to us without a notation of any kind in answer. We finally contacted Mr. Baker by telephone on January 15th to determine action to be taken, and were advised by him that he would be unable to pay this account in full, and furthermore could not give us an exact date of payment in the future.

Since this Job was a bonded Job, would appreciate your advising us the correct procedure to follow for collection of the above account.

Thanking you,

WEAVER BROS. INC. (DBA Northern Lines)

By



Secty.

C/R

RECEIVED
JAN 22 1954
FOR FILING

17-1014
3715

January 19, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. W. Talbot Sinclair, Manager

Gentlemen:

We have received a letter from Weaver Brothers, Inc., 6900 North Fessenden Street, Portland 3, stating they have a claim against Baker Paving Company in the amount of \$1,250.90. This claim, they state, is for freight charges on shipments between July 15 and September 6, 1953, in connection with State Highway Contract No. 3912 for oiling in Division 3.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Baker Paving Company
Box 45
Coos Bay, Oregon

RECEIVED
JAN 18 1954
FOR FILING

January 18, 1954

Mr. Russell Pratt
Capitol City Transfer Company
230 South Front
Salem, Oregon

Dear Mr. Pratt:

This is simply to confirm telephone conversation of today in which you inquired as to the surety on the bond furnished by Baker Paving Company on their paving project in the vicinity of Cave Junction and Scottsburg. You have a claim against this job for asphalt furnished.

The contract under which this work was performed is State Highway Contract No. 3712 for Division No. 3 Recoiling and Shoulder Oiling Project on four state highways in Josephine, Lane, and Douglas Counties. The surety on the bond furnished by the contractor in connection with this job is United States Fidelity and Guaranty Company whose local agent is Karl H. Doerre, 201 Portland Trust Building, Portland, Oregon. This contract was completed on September 8, 1953 and accepted by the State Highway Commission on September 24, 1953.

In accordance with the provisions of the statutes relating to the filing of claims, it is necessary for you to file notice of your claim with the Secretary of State within a six month period following acceptance of the contract by the State Highway Commission. A copy of the excerpt of this law is attached for your information. We would appreciate receiving a copy of any claim that you file with the Secretary of State on this contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc



17-1014
3912

UNITED STATES FIDELITY AND GUARANTY COMPANY

W. TALBOT SINCLAIR, MANAGER

PORTLAND OFFICE

SUITE 201, PORTLAND TRUST BUILDING

319 S. W. WASHINGTON STREET, PORTLAND 4, OREGON

TELEPHONE: BROADWAY 0464

November 24, 1953

GEORGE C. BOTTOMS
ASSOCIATE MANAGER
LOTUS M. CONSER
ASSOCIATE MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

Oregon State Highway Department
Salem, Oregon

Re: Baker Paving Company
No. 12-840-53

Gentlemen:

Please accept our apology for not immediately replying to your letter of November 12, but due to a misplacement of our file your letter of November 12 was overlooked.

Fortunately we have not received a demand for payment of any labor and material bills, and, therefore, agree to the final payment which no doubt has already been made.

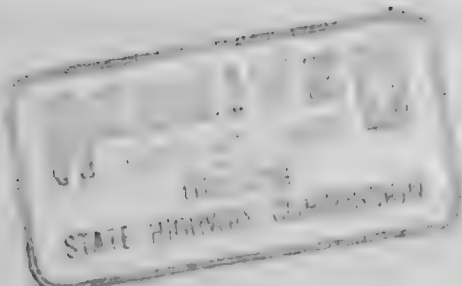
Sorry for the delay in answering your correspondence.

Yours very truly,

Karl H. Doerre

Karl H. Doerre, Sup't.
Fidelity and Surety Dep't.

KED:so



U. S. F. & G.

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

(date)

Nov. 23, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3912

3-final

Baker Paving Co.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

22577

R-80756

\$ 1,202.10

11/20/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

H. B. Glaisyer
ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1953

Time Extensions: None

Completion Date: Sep. 8, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-24-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

raw

11-24-53 gl

RECEIVED
NOV 12 1953
FOR FILING

November 12, 1953

United States Fidelity & Guaranty Co.
Talbot Sinclair, Manager
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

State Highway Contract No. 3912 covering the Division No. 3 Recoiling and Shoulder Oiling Project on four State Highways in Josephine, Lane and Douglas Counties was completed by the contractor, Baker Paving Co., on September 8, 1953 and was accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of \$1,202.10 will be released to the contractor on or after November 23, 1953. The total contract amount is \$39,979.46 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

11-12-53 gl

RECEIVED
FOR FILING

17-1214
3912

September 23, 1953

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

It is the intention of the State Highway Commission to release to the Baker Paving Company a portion of the funds heretofore retained by the Commission on contract No. 3912, covering Division No. 3 Reoiling and shoulder oiling project on 4 State Highways in Josephine, Lane and Douglas Counties.

This payment, in the amount of \$23,157.88, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of \$1,199.30. The present payment will be released on or after October 3, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

9-23-53

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

17-1014

Section Division 3 For Week Ending Sept. 12, 1953.
 Highway Four State Highways Kind of work Reoiling and Shoulder Oiling
 Contractor Baker Paving Co. Section prefix 17-1014
 Date of contract April 9, 1953 Contract number 3912
 Date work started July 8, 1953 Date of completion Sept. 15, 1953
 Estimated date of completion Sept. 8, 1953
 Amount of contract \$64,846.80 Per cent of time elapsed 98.1 %
 Estimated cost of completed project, exclusive of engineering \$61,609.08
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$4,030.82, 81.1 % Date project was completed Sept. 8, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed final seal on Unit D. Saturday Sept. 5, and maintained unit until Sept. 8

This completes the final unit in this project and will be the last weekly report.

One man on project inspecting.

NOTED
B. A. MARTIN

NOTED
H. G. SMITH

NOTED
FORREST COOPER

Signed

R. E. Mayfield
 Address Rm. 4, 506 1/2 Main St., Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	Shoulders	Base	Aggregates		
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	12.62	14.47	27.09	27.09	
Miles partially completed					
Miles completed	12.62	14.47	27.09	27.09	
Total estimated quantities			7,280 C.Y.	750 T.	
Estimated quantities moved or placed to date			7,506.5 C.Y.	651.57 T.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				14	

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY				
Men	13						1	14
Men and teams								
Men and trucks under 3 tons	4							4
Men and trucks over 3 tons								
Men and tractors								

Equipment used during week: Shovels, Power graders 1..., Rollers ...1..., Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, Broom . 1....., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing

RECEIVED
MAY 15 1953
FOR FILING

May 14, 1953

Baker Paving Co.
Box 45
Coos Bay, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3912, which was awarded to you on April 9, 1953 by the State Highway Commission, for reolling and shoulder oiling on Division No.3 Project on four state highways in Josephine, Lane and Douglas Counties.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
1953
FOR FILING

17-1211

April 10, 1953

Baker Paving Company
P. O. Box 45
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 3912 for Division No. 3 Reoiling Project on four state highways in Josephine, Lane, and Douglas Counties. This award was based on your bid of \$43,774.25 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

Enclosure

cc

H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

20-3326 Armitage State Park Latrine 1953
#3913

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 13, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
<u>3913</u>	<u>3-final</u>	<u>STEINMULLER & LEE</u>	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
<u>22335</u>	<u>R-80504</u>	<u>168.40</u>	<u>11/12/53</u>

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1953

Time Extensions: To. Aug. 12, 1953 without penalty

Completion Date: Aug. 12, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-16-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

a. a. Weislander

MAILED ON CARD

RECEIVED

FOR FILING

21 - 326
3913

November 2, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
Hills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3913 for construction of Armitage State Park Latrine in Lan County was completed by the contractor, Steinnuller & Lee, on August 12 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of \$168.40 will be released to the contractor on or after November 12, 1953. The total contract amount is \$5,613.25 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. K. Pratt & Co.
62 West Broadway
Eugene, Oregon

NOTED ON CARD

11-2-53

RECEIVED
OCT 16 1953
FOR FILING

October 14, 1953

Steinmuller & Lee
1520 9th Street
Springfield, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from July 31 to August 12, 1953 within which to complete your contract No. 3913, for constructing Armitage State Park Latrine in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Tom Edwards,
Division Engineer

L. R. Allen,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
FOR FILING

20-3326
3913

September 3, 1933

Oregon State Highway Commission

Request for extension of time
No. 9
September 24 and 25 meeting.

Gentlemen:

Re: Armitage State Park Latrine
Contract No. 3913

Steinmiller and Lee, contractor for the construction of the Armitage state park latrine in Lane County, requests an extension of time in the amount of 12 days extending from the contract completion date of July 31 to August 12, 1933, to cover the completion of the work on this contract.

There was only a very minor amount of additional engineering required during the time extension. The contractor has made very good progress since weather cleared in the spring. It is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require concurrence of the Bureau of Public Roads.

Very truly yours,

A. E. Boldock
State Highway Engineer

Encl.

OSP:gn

RECEIVED
AUG 28 1953
FOR FILING

20 - 1111

August 28, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Steinmuller & Lee in connection with contract No. 3913, covering construction of the Armitage State Park Latrine in Lane County.

This payment, in the amount of \$3,611.28, will be released to the contractor on or after September 8, 1953. The retained percentage is \$168.40.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. K. Pratt & Co.
62 West Broadway
Eugene, Oregon

NOTED ON CARD

5-20-53

RECEIVED
MAY 21 1953
FOR FILING

20-3256
2912

May 20, 1953

Steinmuller & Lee
1520 9th St.
Springfield, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3913, which was awarded to you by the State Highway Commission, covering the Armitage State Park Latrine in Lane County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED

FOR FILING

24-3326

8/13

May 8, 1953

Steinmuller and Lee
1520 Ninth Street
Springfield, Oregon

Gentlemen:

When State Highway Contract No. 3913 for construction of the Armitage State Park Latrine in Lane County was returned to this office we noted that an endorsement was attached to the certificate of insurance for public liability and property damage naming the State of Oregon, its State Highway Commission, officers, agents, and employees as an Additional Insured. The certificate of insurance appears to be in good order. There appears to be no necessity for the endorsement.

Will you kindly take the matter up with the surety to have the endorsement removed, and forward to us a statement from the surety showing that such action has been taken.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FC:jmc

cc: W. C. Williams
G. E. Paxson
C. H. Armstrong
C. W. Enfield

Handwritten signatures and initials:
Floyd Query
W. C. Williams
G. E. Paxson
C. H. Armstrong
C. W. Enfield

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 7, 1953

SUBJECT: Contract No. 3913
Armitage State Park Latrine
in Lane County
Stiermuller & Lee, Contractor

To: Mr. Floyd A. Query
Assistant Secretary

Dear Mr. Query:

I hand you herewith four copies of the above contract, all of which I have approved as to form. However, I call your attention to a certificate of insurance which is stapled into the file copy of the above contract, which certificate of insurance is for public liability and property damage coverage in accordance with the specifications of the contract, with the exception that it contains an endorsement naming the State of Oregon, its Highway Commission, officers, agents and employees as additional insured.

With this additional endorsement, the State, as an insured under the policy, is protected insofar as third party claims are concerned. However, as an insured, the State would have no right to recover under the policy for any damage done to State-owned property nor would an employee or officer or a member of the Commission have any right to recover for any personal injury suffered as a result of the contractor's operation. I have discussed this matter with Mr. Paxson and he has no knowledge of this endorsement having been requested and he anticipates little or no possible liability arising with respect to third party claims under this contract and, in light of the factual situation, recommends that this endorsement be removed.

You may have some knowledge as to the request emanating from some other office to the contractor requiring this endorsement. However, if no such request was made, I recommend that the contractor be advised to remove this endorsement from his public liability and property damage policy.

Yours very truly,

C. W. Enfield
C. W. ENFIELD
Chief Counsel

CWE:amc

cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. C. H. Armstrong
Mr. Thomas J. Reeder

RECEIVED
16-3
FOR FILING

April 10, 1953

Stienmuller and Lee
1540 Ninth Street
Springfield, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 3913 for construction of the Armitage State Park Latrine in Lane County. This award was based on your bid of \$5,084.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glatoyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

chr

Enclosure

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC
G. B. Paxon

I-FI-324(5) Hayesville School-Battle 1953
#3914 Cr. Jct. Unit, Salem By-Pass
Sec., Pacific Hwy. E.

RECEIVED
APR 12 1955

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 4, 1955

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

6482

10-119537

\$ 9,839.03

4/4/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to Nov. 1, 1954 without penalty

Completion Date: Nov. 1, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-5-55

To the Accounting Division:

Release of the above warrant is hereby authorized on April 8, 1955.

H. B. Glaisyer
Secretary

Warrant Mailed: APR 11 1955

NOTED ON CARD

RECEIVED
MAR 29 1955

FOR FILING

March 29, 1955

REGISTERED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3914 for paving on the Hayesville School-Battle Creek Junction Unit, Salem By-Pass Section of the Pacific Highway East in Marion County was completed by the contractor, Warren Northwest, Inc., on November 1, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final Payment in the amount of \$9,839.03 will be released to the contractor on or after April 8, 1955. The total contract amount is \$328,084.20, of which amount \$242.41 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

gf

FEB 16 1955

I-5-111
3114

February 2, 1955

Mr. Kenneth E. Bartel
Resident Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise you that at the meeting of the Highway Commission January 19, 1955, an increase in project authorization of \$41,000.00 was approved on Hayesville School-Pattle Creek Junction Unit, Salem By-Pass Section in Marion County, Contract No. 3914.

The present construction authorization is \$355,066.25.

Very truly yours,

R. H. Baldock
State Highway Engineer

Sr

S. H. Probert
Office Engineer

cc: J. D. Walker

DBP:tb

RECEIVED
FEB 3 1955
FOR FILING

7-1-24/1
27/1

February 1, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 18, had under discussion your request for an extension of time from September 30 to November 15, 1954 within which to complete your contract No. 1914, covering the Hayesville School-Pattle Creek Junction Unit, Salem By-Pass Section of the Pacific Highway East in Marion County.

We are pleased to inform you that the Highway Commission granted your request to November 1, 1954, the completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Falker,
Division Engineer

Kenneth E. Bartel,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
JAN 10 1955
FOR FILING

T I I - 715)
3714

January 7, 1955

Oregon State Highway Commission

Gentlemen:

When the contract for paving on the Salem By-pass was let, plans called for 24-foot width pavement 3 1/2 inches in thickness. Subsequent to award of the contract, results of the WASHO Test Road conclusively indicated the desirability of paved shoulders and a thickness of four inches of asphaltic concrete for pavements carrying heavy traffic. I discussed this matter with you by telephone, and you authorized the increase of the pavement thickness to four inches and the addition of four-foot paved shoulders. It appears, however, that the matter was not officially confirmed in the Commission's minutes.

The increased thickness and width of the pavement has resulted in an overrun of approximately \$41,000, or 13.1 per cent, of the project authorization.

This matter will be on the agenda, and I respectfully request your approval of the additional project authorization in the amount of \$41,000 on the Mayesville School-Cattle Creek Junction Unit, Contract No. 3944.

Very truly yours,

H. H. Saldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Nelson

WCW:me er

RECEIVED
DEC 29 1954
FOR FILING

I-FI- 324 (5)
3714

December 29, 1954

REGISTERED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 3914, for paving on the Hayesville School-Battle Creek Junction Unit, Salem By-Pass Section of the Pacific Highway East in Marion County.

This payment, in the amount of \$11,128.28, will be released to the contractor on or after January 8, 1955. The retained percentage is \$9,842.63.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED

COMMISSIONERS

FILE FILING

BEN R. CHANDLER, CHAIRMAN
COOS BAYCHAS. H. REYNOLDS, MEMBER
LA GRANDEM. K. MCIVER, MEMBER
PORTLANDH. B. GLAISYER
SECRETARY

OREGON

STATE HIGHWAY DEPARTMENT

SALEM

December 28, 1954

R. H. BALDOCK
STATE HIGHWAY ENGINEERW. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.C. W. ENFIELD
CHIEF COUNSELHonorable Al Loucks
Mayor of Salem
Salem, OregonNOTED
W. C. WILLIAMS

Dear Sir:

Pursuant to our conversation in my office last week, I attach hereto one copy of tabular data for traffic volumes at the Hayesville and Battle Creek Interchanges. You will note that on each is shown an average weekday and an average Saturday and Sunday in November and December.

On the average weekday at Hayesville, 73 per cent of passenger cars and 53 per cent of trucks enter Salem; at Battle Creek, which represents largely through traffic, 57 per cent of passenger cars and 34 per cent of trucks enter Salem. I believe all other information contained in the tabulation is self-explanatory.

I also advised you that in accordance with the Federal Aid Highway Act of 1950, known as Public Law 769-81st Congress; Chapter 912-2nd Session; H.R. 7941, hearings are held involving by-passes of any city or town. I quote the following from Section 13 of the above act:

"SEC. 13. Any State highway department which submits plans for a Federal-aid highway project involving the bypassing of any city or town shall certify to the Commissioner of Public Roads that it has had public hearings and considered the economic effects of such a location."

Very truly yours,

R. H. Baldock
State Highway Engineercc Mr. W. C. Williams
Mr. F. B. Crandall

Attachment

RECEIVED
DEC 29 1954
FOR FILING

December 28, 1954

Oregon State Highway Commission

Request for extension of time
No. 10
January 18 and 19 Meeting

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the Hayseville School-Battle Creek Junction Unit, Salem By-pass, Contract No. 3914, from September 30, 1954 to November 15, 1954.

Failure of the grading contractor on this section to complete his work in sufficient time definitely delayed the paving on this project. The overrun was not the fault of the prime contractor, and the project was actually completed on November 1.

I recommend the extension to this date without penalty, and Mr. C. G. Falk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

H. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP:jv

fp

RECEIVED
DEC 17 1954
FOR FILING

I-PI-324 (1)
3914

December 16, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 1, 1954 on Contract No. 3914, Hayesville School-Battle Creek Junction Unit, Salem By-Pass Section, in Marion County, in connection with Federal Aid Project No. I-PI-324 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall
DBP:bb

RECEIVED
DEC 15 1954

FOR FILING

I-PI-324(4)

December 10, 1954

Mr. G. O. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the
Hayesville School-Sattle Creek Junction Contract No. 3914, Oregon
I-PI-324 (5), from September 30, 1954 to November 15, 1954, to
Warren Northwest, Inc., contractors.

Failure of the grading contractor on this section to com-
plete his work in sufficient time definitely delayed the paving on
this project.

The overrun was not the fault of the prime contractor, and
I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

I-FI - 324(5)

For Week Ending Nov - 6, 1954

Section Highway Kind of work Highway
 Highway Highway Section prefix 24-1061
 Contractor Wagon Wheel West, Inc. Contract number 304
 Date of contract April 9, 1953 Date of completion Nov 1, 1954
 Date work started March 22, 1954 Estimated date of completion Nov, 1954
 Project authorization \$244,900.00 Per cent of time elapsed 106.4%
 Exclusive of Engineering \$244,900.00
 Estimated cost of completed project, exclusive of engineering \$341,766.15
 Per cent of contract completed, based on total contract price 99%
 Engineering authorization \$244,900.00
 Engineering cost to date \$244,900.00, 99.6% Date project was completed Nov 1, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

As per report from contractor, work is being completed on the project.

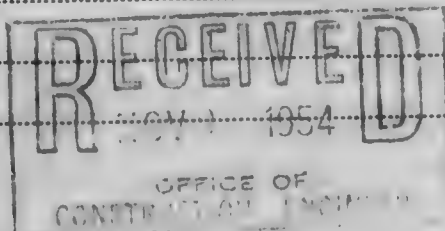
Work is being completed on the project. The contractor is working on the project.

NOTED
J. SMITH

FILED

NOTED
B. A. MARTIN

NOTED
FORREST COOPER



Signed Forrest Cooper

Address 208-100th St. Hwy. Shops.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Salem - Oregon

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	Levee 7.37			7.37	7.37
Miles partially completed					
Miles completed	7.37				9.37
Total estimated quantities	29500			380	45490
Estimated quantities moved or placed to date	24000			445	44558
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift	8				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

County, ...%; County, ...%; County, ...%; County, ...%.

County, _____							
	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
					OTHER SOURCES		
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants,
Compressors, Bulldozers, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	CLOUDY To 4 - Late P.M.		
Saturday	CLOUDY		

RECEIVED
SEP 9 - 1954
FOR FILING

FORM 110-10M-4-54-74308

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1954

SUBJECT:

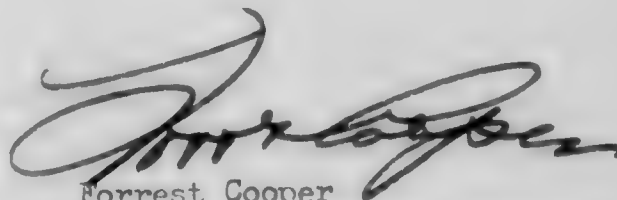
To: Mr. R. H. Baldock
State Highway Engineer
OFFICE

NOTED

I hand to you herewith Authority to Over-Run Contract Amount on the Hayesville School-Battle Creek Junction paving project, Contract No. 3914.

The reason for the over-run is largely due to a decision to change from 0-11 oil mat shoulders to asphaltic concrete shoulders and an increase in the thickness of the A.C. pavement from $3\frac{1}{2}$ to 4 inches for additional strength. It was also necessary to use 5,300 cubic yards of $3/4$ -0 crushed rock for key in the base. The net amount of the above items, less the original estimate for the 0-11 shoulders, is \$49,983.50.

It is requested that this additional amount be authorized for this project.



Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

RECEIVED
SEP 8 1954
STATE HIGHWAY DEPARTMENT

RECEIVED
FOR FILING

FORM E-30 37,500 4-52 50005
17-324(5)
2914

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 16, 1954

SUBJECT:

To: Mr. J. D. Walker

L

With reference to the Salem by-pass, it would seem to me that we should require Warren to start earlier on the completion of the present section from Hayesville to State Street, which would enable him to complete his work sooner. Please advise.

R. H. Baldock

RHB:hi

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 4, 1954

C
O
P
Y

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer

Dear Sir:

Herewith an estimated time schedule on the Salem By-Pass, Which has been worked out between Resident Engineer Bartel, Grading Contractor Roy Houck and Paving Contractor Warren Northwest.

7 17 11:15
Houck estimates that the rock topping will be placed from the north end of the Turner Road-Battle Creek Junction Section, Station 290 to Station 378, or the present Turner Road, by August 20th. From Station 378 (Turner Road) to Station 504, the rock should be placed by September 15th. Rock from Station 504 to the south end of the project, Station 557, is already in place.

The paving contractor will begin placing their key rock immediately after Houck reaches Turner Road with his base rock, August 20th, Turner Road being the point that Warren enters the By-Pass from their paving plant and source of surfacing materials. The paving contractor assures us that he will begin operations immediately after Houck reaches Turner Road with his base. There remains some 34,000 tons of asphaltic concrete to lay. The contractor estimates 38 working days to lay this tonnage. He averaged well over 900 tons a day on the north end.

17 12:10
The contractor (Warren) estimates that he can have his key rock on from Station 290 to Turner Road and begin this paving by September 1st. If this is possible, he can complete paving by the October 15th deadline.

This estimate as worked up may be somewhat optimistic, as it contemplates favorable weather and a minimum of delay; however, given favorable circumstances it can be met.

Shoulder rock and incidentals can be completed subsequent to October 15th.

Yours very truly,

/s/ J. D. Walker
J. D. Walker
Division Engineer

JDW:AM

cc Mr. H. G. Smith
Mr. K. E. Bartel

RECEIVED
APR 8 1954
FOR FILING

1-PI-324(1)

April 7, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 22, 1954
on Contract No. 3914, Hayesville School-Battle Creek Junction Unit, Salem
By-Pass Section, in Marion County, in connection with Federal Aid Project
No. I-PI-324 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DEW:ch

State Oregon

Federal Aid Primary & Interstate

Project No. I-FI-324(5)U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of August, 1953,by and between The Oregon State Highway Commission, constitutingfor the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th and 29th days of October, 1952, ^{were} ~~was~~ programs which ~~was~~ approved on the 7th day of November, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 7th day of January, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of

five hundred twenty-seven thousand and 00/100 dollars (\$ 527,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920;

Chapter 529, Laws 1939.

(Include date and citation of

act of legislature by which authorized)

(b) From other sources _____

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 67+31.01 in the NE 1/4, Section 12, T-7-S, R-3-W, W.M.
and survey station 557+00 in the NE 1/4, Section 26, T-8-S, R-3-W, W.M., except
stations 104+69.9 - 106+13.69, 156+97.01 - 158+41.01, 170+63.09 - 172+07.09, 237+84.50
- 238+94.50, 251+75.60 - 253+10.60, 316+62.00 - 317+62.00, 367+45.48 - 368+88.52,
385+58.00 - 386+68.00, 389+82.94 - 391+32.94, 406+81.21 - 407+81.79, 431+37.92 - 432+47.93,
& 535+10.00 - 536+50.00, length 8.982 miles, in Marion County,
Primary & Interstate
being Oregon Federal Aid / project No. I-PI-324(5) consisting of 8.982 miles of
roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~and of more than 20 feet clear span,~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

Attest

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:

Attest
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Attest

Chairman, State Highway Commission

(Title of officer)

By

Attest

Member, State Highway Commission

(Title of officer)

By

Member, State Highway Commission

(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

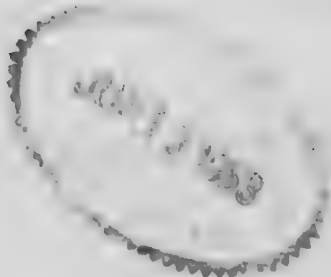
By

Attest

Division Engineer,
Bureau of Public Roads.

14.62

U. S. GOVERNMENT PRINTING OFFICE 16-11379-5



Oregon State Highway Department

Federal Aid Project
No. 1-F1-324 (5)

HAYESVILLE SCHOOL-BATTLE CREEK SECTION (SALEM BY-PASS)

OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1953

2-LANE ROADWAY

Type Code 6201

Grading (Sta. 290+00 to Sta. 505+00) (Contract No. 3875)

All Required		Clearing and Grubbing (30%)		\$ 8,000.00
700 cu. yds.		Structural Excavation, Unclassified		
			\$ 2.00	1,400.00
445,000 cu. yds.		General Excavation, Unclassified	0.25	111,250.00
1,250,000 yd. stas.		Short Overhaul	0.01	12,500.00
53,000 C-yd. stas.		Long Overhaul	0.40	21,200.00
3.93 miles		Finishing Roadbed and Slopes	500.00	1,965.00
9,000 lin. ft.		Rounding Outbanks	0.15	1,350.00
900 lin. ft.		6-inch Perforated Metal Drain Pipe	1.80	1,620.00
600 lin. ft.		8-inch Perforated Metal Drain Pipe	2.35	1,410.00
200 cu. yds.		3/3" - 0 Backfill in Drains	4.00	800.00
1,500 lin. ft.		18-inch Concrete Pipe	2.55	3,825.00
600 lin. ft.		36-inch Concrete Pipe	6.70	4,020.00
79,000 cu. yds.		Selected Roadbed Topping	0.70	55,300.00
270,000 yd. ft.		Wearing Roadbed Topping	0.16	43,200.00
2,800 cu. yds.		3/4" - 0 Material in Surfacing, Leveling Course and Shoulders	2.40	6,720.00
1,600 M-gals.		Sprinkling	2.50	4,000.00
90 cu. yds.		3/4" - 0 Material in Binder Course	4.50	405.00
270 cu. yds.		Furnishing and Placing Aggregates	5.10	1,377.00
12 tons		Furnishing and Placing RS-3 Asphalt	42.00	504.00
16 tons		Furnishing and Placing 150-200 Asphalt	40.00	640.00
10 tons		Furnishing and Placing RS-1 Emulsified Asphalt	13.00	130.00
				<u>\$281,916.00</u>

A. C. Pavement (Sta. 67+31.01 to Sta. 505+00) (Contract No. 3914)

26,000 cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	\$ 1.75	\$ 45,500.00
650 M-gals.	Sprinkling	2.00	1,300.00
1,170 cu. yds.	3/4" - 0 Material in Binder Course	3.00	3,510.00

190 tons	RC-3 Asphalt in Binder Course	\$ 36.00	\$ 6,840.00
140 tons	RS-1 Emulsified Asphalt in Tack		
	Coat & Pavement Seal	36.00	5,040.00
26,800 tons	Class "B" Asphaltic Concrete	5.00	134,000.00
770 cu. yds.	Aggregate in Pavement Seal	3.00	2,310.00
2,060 cu. yds.	Aggregate in Shoulder Oiling	3.50	7,210.00
160 tons	150-200 Asphalt in Shoulder Oiling	36.00	5,760.00
50 tons	RS-1 Emulsified Asphalt in Shoulder		
	Oiling	36.00	1,800.00

\$213,270.00

Subtotal \$495,186.00
10% Engr. & Cont. 49,518.60

Total \$544,704.60

Length of Roadway 8.024 miles
Length of LI Structures 0.265 mile (Exceptions)
Total Length 8.289 miles
Cost per Mile \$67,984.42

4-LANE ROADWAY

Type Code 6201

Grading (Sta. 505+00 to Sta. 557+00) (Contract No. 3875)

All Required	Clearing and Grubbing (20%)		\$ 2,000.00
300 cu. yds.	Structural Excavation, Unclassified		
	General Excavation, Unclassified	\$ 2.00	600.00
295,000 cu. yds.	Short Overhaul	0.25	73,750.00
2,000,000 yd. stas.	Long Overhaul	0.01	20,000.00
52,000 cu. yd. stas.	Finishing Roadbed and Slopes	0.40	20,800.00
0.96 mile	Rounding Outbanks	500.00	480.00
7,000 lin. ft.	6-inch Perforated Metal Drain Pipe	0.15	1,050.00
600 lin. ft.	8-inch Perforated Metal Drain Pipe	1.00	1,000.00
400 lin. ft.	3/8" - 0 Backfill in Drains	2.35	940.00
100 cu. yds.	18-inch Concrete Pipe	4.00	400.00
700 lin. ft.	Class "A" Concrete	2.55	1,785.00
460 cu. yds.	Metal Reinforcement	50.00	23,000.00
87,000 lbs.	Selected Roadbed Topping	0.11	9,570.00
49,000 cu. yds.	Hauling Roadbed Topping	0.70	34,300.00
130,000 yd. mi.	Sprinkling	0.16	20,800.00
1,000 M-gal.		2.50	2,500.00
			<u>\$213,055.00</u>

A. C. Pavement (Sta. 505+00 to Sta. 557+00) (Contract No. 3914)

8,000	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	\$ 1.75	\$ 14,000.00
200	sq. yds.	Sprinkling	2.00	400.00
410	cu. yds.	3/4" - 0 Material in Binder Course	3.00	1,230.00
60	tons	MC-3 Asphalt in Binder Course	36.00	2,160.00
30	tons	RS-1 Emulsified Asphalt in Tack Coat and Pavement Seal	36.00	1,080.00
8,500	tons	Class "B" Asphaltic Concrete	5.00	42,500.00
230	cu. yds.	Aggregate in Pavement Seal	3.00	690.00
540	cu. yds.	Aggregate in Shoulder Oiling	3.50	1,890.00
40	tons	150-200 Asphalt in Shoulder Oiling	36.00	1,440.00
10	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	36.00	360.00
				<u>\$ 65,750.00</u>

Subtotal \$278,805.00
 10% Ingr. & Cont. 27,880.50
 Total \$306,685.50

Length of Roadway 0.958 mile
 Length of Structure 0.027 mile (Exception)
 Total Length 0.985 mile
 Cost per Mile \$320,131.00

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
2-Lane Roadway	\$541,701.60	\$337,165.00	\$207,539.60
4-Lane Roadway	<u>306,685.50</u>	<u>189,835.00</u>	<u>116,850.50</u>
	\$851,390.10	\$527,000.00	\$324,390.10

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

<u>Class of Funds</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>Length Miles</u>
Federal Aid Primary	\$715,906.23	\$443,000.00	7.651
Federal Aid Interstate	<u>135,483.87</u>	<u>84,000.00</u>	<u>1.331</u>
	\$851,390.10	\$527,000.00	8.982

Oregon State Highway Department

Federal Aid Project
No. I-FI-324 (5)

HAYESVILLE SCHOOL-BATTLE CREEK SECTION (SALEM BY-PASS)
OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 6, 1953

TUNNER ROAD-BATTLE CREEK UNIT

Type Code 0011

2-Lane Roadway (Sta. 290+00 to Sta. 505+00)

All Required		Clearing and Grubbing (80%)		\$ 8,000.00
700 cu. yds.		Structural Excavation, Unclassified	\$ 3.00	2,100.00
445,000 cu. yds.		General Excavation, Unclassified	0.40	178,000.00
1,250,000 yd. sta.		Short Overhaul	0.015	18,750.00
53,000 C-yd. sta.		Long Overhaul	0.45	23,850.00
3.93 miles		Finishing Roadbed and Slopes	500.00	1,965.00
9,000 lin. ft.		Rounding Cutbanks	0.20	1,800.00
900 lin. ft.		6-inch Perforated Metal Drain Pipe	2.00	1,800.00
600 lin. ft.		8-inch Perforated Metal Drain Pipe	2.25	1,350.00
200 cu. yds.		3/8" - 0 Backfill in Drains	5.00	1,000.00
1,500 lin. ft.		18-inch Concrete Pipe	3.50	5,250.00
600 lin. ft.		36-inch Concrete Pipe	10.00	6,000.00
79,000 cu. yds.		Selected Roadbed Topping	0.75	59,250.00
270,000 yd. mi.		Hauling Roadbed Topping	0.15	40,500.00
2,800 cu. yds.		3/4" - 0 Material in Surfacing, Leveling Course and Shoulders	3.50	9,800.00
1,600 M-gal.		Sprinkling	2.75	4,400.00
90 cu. yds.		3/4" - 0 Material in Binder Course	4.00	360.00
270 cu. yds.		Furnishing and Placing Aggregates	4.00	1,080.00
12 tons		Furnishing and Placing RC-3 Asphalt	60.00	720.00
16 tons		Furnishing and Placing 150-200 Asphalt	55.00	880.00
10 tons		Furnishing and Placing RS-1 Emulsified Asphalt	60.00	600.00
		Subtotal		\$367,455.00
		10% Engr. & Cont.		36,745.50
		Total		\$404,200.50

Length of Roadway	3.958 miles
Length of 5 Structures	0.114 mile (Exceptions)
Total Length	4.072 miles
Cost per mile	\$102,122.41

Type Code 0011

4-Lane Roadway (Sta. 505+00 to Sta. 557+00)

All Required	Clearing and Grubbing (20%)		\$ 2,000.00
300 cu. yds.	Structural Excavation, Unclassified	\$ 3.00	900.00
295,000 cu. yds.	General Excavation, Unclassified	0.40	118,000.00
2,000,000 yd. sta.	Short Overhaul	0.015	30,000.00
52,000 C-yd. sta.	Long Overhaul	0.45	23,400.00
0.96 mile	Finishing Roadbed and Slopes	500.00	480.00
7,000 lin. ft.	Rounding Cutbanks	0.20	1,400.00
600 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	1,200.00
400 lin. ft.	8-inch Perforated Metal Drain Pipe	2.25	900.00
100 cu. yds.	3/8" - 0 Backfill in Drains	5.00	500.00
700 lin. ft.	18-inch Concrete Pipe	3.50	2,450.00
460 cu. yds.	Class "A" Concrete	60.00	27,600.00
87,000 lbs.	Metal Reinforcement	0.14	12,180.00
49,000 cu. yds.	Selected Roadbed Topping	0.75	36,750.00
130,000 yd. mi.	Hauling Roadbed Topping	0.15	19,500.00
1,000 M-gal.	Sprinkling	2.75	2,750.00
	Subtotal		\$280,010.00
	10% Engr. & Cont.		28,001.00
	Total		\$308,011.00

Length of Roadway	0.985 mile
Cost per mile	\$312,701.52

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
2-Lane Roadway	\$404,200.50	\$250,280.00	\$153,920.50
4-Lane Roadway	308,011.00	190,720.00	117,291.00
	\$712,211.50	\$441,000.00	\$271,211.50

Oregon State Highway Department

Federal Aid
Project No. I-FI-324(5)

HAYESVILLE SCHOOL-RATTLE CREEK SECTION (SALEM BY-PASS)

OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 19, 1953

2-Lane Roadway

Type Code 6201

Grading (Sta. 290+00 to Sta. 505+00) (Contract No. 3875)

All Required	Clearing and Grubbing (80%)		\$ 8,000.00
700 cu.yds.	Structural Excavation, Unclassified	\$ 2.00	1,400.00
445,000 cu.yds.	General Excavation, Unclassified	0.25	111,250.00
1,250,000 yd.stas.	Short Overhaul	0.01	12,500.00
53,000 C-yd.stas.	Long Overhaul	0.40	21,200.00
3.93 miles	Finishing Roadbed and Slopes	500.00	1,965.00
9,000 lin.ft.	Rounding Cutbanks	0.15	1,350.00
900 lin.ft.	6-inch Perforated Metal Drain Pipe	1.80	1,620.00
600 lin.ft.	8-inch Perforated Metal Drain Pipe	2.35	1,410.00
200 cu.yds.	3/8" - 0 Backfill in Drains	4.00	800.00
1,500 lin.ft.	18-inch Concrete Pipe	2.55	3,825.00
600 lin.ft.	36-inch Concrete Pipe	6.70	4,020.00
79,000 cu.yds.	Selected Roadbed Topping	0.70	55,300.00
270,000 yd.mi.	Hauling Roadbed Topping	0.16	43,200.00
2,800 cu.yds.	3/4" - 0 Material in Surfacing, Leveling Course and Shoulders	2.40	6,720.00
1,600 M-gals.	Sprinkling	2.50	4,000.00
90 cu.yds.	3/4" - 0 Material in Binder Course	4.50	405.00
270 cu.yds.	Furnishing and Placing Aggregates	5.10	1,377.00
12 tons	Furnishing and Placing AC-3 Asphalt	42.00	504.00
16 tons	Furnishing and Placing 150-200 Asphalt	40.00	640.00
10 tons	Furnishing and Placing RS-1 Emulsified Asphalt	43.00	430.00
			<u>\$281,916.00</u>

AC Pavement (Sta. 67+31.01 to Sta. 505+00)

26,000 cu.yds.	3/4" - 0 Material in Leveling Course and Shoulders	\$ 2.90	\$ 65,000.00
650 M-gals.	Sprinkling	2.75	1,767.50
1,170 cu.yds.	3/4" - 0 Material in Binder Course	3.50	4,095.00
190 tons	AC-3 Asphalt in Binder Course	40.00	7,600.00
140 tons	AS-1 Emulsified Asphalt in Tack Coat and Pavement Seal	40.00	5,600.00
26,800 tons	Class "B" Asphaltic Concrete	5.75	154,100.00
770 cu.yds.	Aggregate in Pavement Seal	5.00	3,850.00
2,060 cu.yds.	Aggregate in Shoulder Oiling	3.75	7,725.00
160 tons	150-200 Asphalt in Shoulder Oiling	38.00	6,080.00
50 tons	AS-1 Emulsified Asphalt in Shoulder Oiling	40.00	2,000.00

\$257,837.50

Subtotal \$539,753.50
10% Engr. & Cont. 53,975.35

Total \$593,728.85

Length of Roadway 8.024 Miles
Length of 11 Structures .265 Mile (exceptions)
Total Length 8.289 Miles
Cost per Mile \$73,994.12

4-Lane Roadway

Type Code 6201

Grading (Sta. 505+00 to Sta. 557+00) (Contract No. 3875)

All Required	Clearing and Grubbing (20%)		
300 cu.yds.	Structural Excavation, Unclassified	\$ 2.00	\$ 2,000.00
295,000 cu.yds.	General Excavation, Unclassified	0.25	600.00
2,000,000 yd.stas.	Short Overhaul	0.01	73,750.00
52,000 C-yd.stas.	Long Overhaul	0.40	20,800.00
0.96 mile	Finishing Roadbed and Slopes	500.00	480.00
7000 lin.ft.	Rounding Cutbanks	0.15	1,050.00
600 lin.ft.	6-inch Perforated Metal Drain Pipe	1.80	1,080.00
400 lin.ft.	8-inch Perforated Metal Drain Pipe	2.35	940.00

100 cu.yds.	3/8" - 0 Backfill in Drains	\$ 4.00	\$ 400.00
700 lin.ft.	18-inch Concrete Pipe	2.55	1,785.00
460 cu.yds.	Class "A" Concrete	50.00	23,000.00
87,000 lbs.	Metal Reinforcement	0.11	9,570.00
49,000 cu.yds.	Selected Roadbed Topping	0.70	34,300.00
130,000 yd.mi.	Hauling Roadbed Topping	0.16	20,800.00
1,000 M-gals.	Sprinkling	2.50	2,500.00
			<u>\$213,055.00</u>

AC Pavement (Sta. 505+00 to Sta. 557+00)

8,000 cu.yds.	3/4" - 0 Material in Leveling Course and Shoulders	\$ 2.50	\$ 20,000.00
200 M-gals.	Sprinkling	2.75	550.00
410 cu.yds.	3/4" - 0 Material in Binder Course	3.50	1,435.00
60 tons	HC-3 Asphalt in Binder Course	40.00	2,400.00
30 tons	RS-1 Emulsified Asphalt in Tack Coat and Pavement Seal	40.00	1,200.00
8,500 tons	Class "B" Asphaltic Concrete	5.75	48,875.00
230 cu.yds.	Aggregate in Pavement Seal	5.00	1,150.00
540 cu.yds.	Aggregate in Shoulder Oiling	3.75	2,025.00
40 tons	150-200 Asphalt in Shoulder Oiling	38.00	1,520.00
10 tons	RS-1 Emulsified Asphalt in Shoulder Oiling	40.00	400.00

\$ 79,555.00

Subtotal \$292,610.00
10% Engr. & Cont. 29,261.00

Total \$321,871.00

Length of Roadway 0.958 Mile
Length of Structure 0.027 Mile (Exception)
Total Length 0.985 Mile
Cost per Mile \$335,982.25

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	\$593,728.85	\$367,676.00	\$226,052.85
4-Lane Roadway	<u>321,871.00</u>	<u>199,324.00</u>	<u>122,547.00</u>
	\$915,599.85	\$567,000.00	\$348,599.85

RECEIVED
MAY 7 1953
FOR FILING

7-11-21

May 6, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Enclosure

We enclose herewith, for your records and files, six fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3887, for grading and paving on the Gandy (E. 4th Ave.) Section in Clackamas County, awarded April 8, 1953.

Contract No. 3888, for grading and paving on the Hubbard ("B" St.) Section in Marion County, awarded April 8, 1953.

Contract No. 3895, for paving on the Spring Creek Hill-Robert Section of The Dallas-California Highway in Klamath County, awarded April 8, 1953.

Contract No. 3914, for paving on the Hayesville School-Battle Creek Junction Unit, Salem By-Pass Section of the Pacific Highway East in Marion County, awarded April 9, 1953.

Contract No. 3915, for paving on the 92nd Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, awarded April 9, 1953.

Contract No. 3920, for paving on the Silots (Buford Avenue) Section in Lincoln County, awarded April 14, 1953.

Copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours

H. B. Olaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

W

Floyd Query, Acting Secretary

21
encls.

RECEIVED
APR 10 1953
FOR FILING

I-FT-2-46
3914

April 10, 1953

Warren Northwest Inc.
P. O. Box 5074
Portland, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 3914 for paving the Hayesville School-Battle Creek Junction Unit of the Salem By-pass Section of the Pacific Highway East, south of Salem in Marion County. This award was based on your bid of \$279,020.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

chr
Enclosure

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 9, 1953

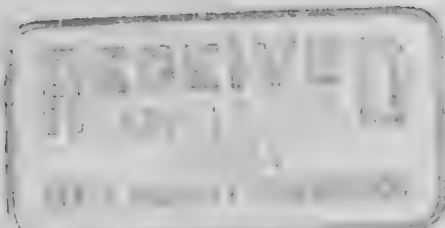
Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 3914 for Oregon Project I-PI-324(5), Hayesville School-Battle Creek Junction, Salem By-pass Section, Pacific Highway East, to Warren Northwest, Inc., Portland, Oregon, low bidder in the amount of \$279,020.00 at the April 9, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer



RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 25, 1953

OREGON DISTRICT

Ed. Aid
Reg. 1-324(5)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project I-FI-324(5),
have today been recommended for approval, subject to such
changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Folk
C. G. Folk
District Engineer

NOTED
MAR 26 1953

Ed

RECEIVED
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

January 14, 1952

P. O. BOX 3000
PORTLAND 8, OREGON

Files

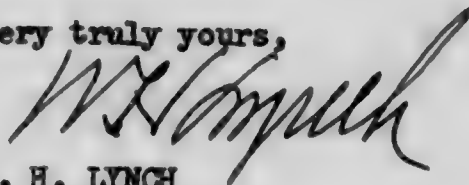
Conrad
ed. Ash
reg. Eng

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map for Oregon Project FAP-324, Hayesville School-Battle Creek Section (Salem By-pass) Route, Pacific Highway East, is approved today subject to the condition that the railroad grade crossings within the limits of the project shall be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63.

Very truly yours,



W. H. LYNCH
Division Engineer

42

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15 1952

FILING

December 28, 1951

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four blueprint
copies of project statement map for the Hayesville School-
Battle Creek Section, Project No. FA 324.

Very truly yours,

R. H. Baldock
State Highway Engineer

JHN:5



OREGON STATE HIGHWAY DEPARTMENT
Sketch Map

HAYESVILLE SCHOOL-BATTLE CR. SECTION
(SALEM BY-PASS ROUTE)

PACIFIC HIGHWAY EAST

MARION COUNTY

PROJECT NO. FAP 324

Scale: 1"=1 Mile

Dec., 1951

Length of Project 9.92 Miles



LIST OF PROPOS

- ① BRIDGE
1-44', 1-56',
30' Rdy.
- ② BRIDGE
1-44', 1-56',
30' Rdy.
- ③ BRIDGE
1-44', 1-56',
30' Rdy.
- ④ GRADE S
Hwy. unde
Ver. Cl. 15'
1-35', 2-45',
2-8'6" Sidew
- ⑤ GRADE S
Hwy. unde
Ver. Cl. 15'
1-35', 2-45',
2-8'6" Sidew
- ⑥ R R CROSS
Grade Sep
1-35', 1-44',
30' Rdy.
- ⑦ BRIDGE
- ⑧ BRIDGE
- ⑨ BRIDGE
- ⑩ R R CROSS
Grade Sep
- ⑪ BRIDGE
- ⑫ BRIDGE



LIST OF PROPOSED STRUCTURES

- ① BRIDGE NO. 1 (Hwy. over Co. Rd.)
1-44' + 56' 1-44' RCDS spans
30' Hwy.
- ② BRIDGE NO. 2 (Hwy. over Co. Rd.)
1-30' + 46' 1-44' RCDS spans
30' Hwy.
- ③ BRIDGE NO. 3 (Hwy. over Co. Rd.)
1-30' + 46' 1-44' RCDS spans
30' Hwy.
- ④ GRADE SEPARATION NO. 1
Hwy. under Co. Rd.
Vert. Cl. 15', Horiz. Cl. 43'
1-30' + 46' 1-44' RCDS spans
2 3/4' shoulders, 12' Hwy.
- ⑤ GRADE SEPARATION NO. 2
Hwy. under Co. Rd.
Vert. Cl. 15', Horiz. Cl. 43'
1-30' + 46' 1-44' RCDS spans
2 3/4' shoulders, 12' Hwy.
- ⑥ R.R. CROSSING NO. 1
Grade Separation (Hwy. over R.R.)
1-30' + 46' 1-44' RCDS spans
30' Hwy.
- ⑦ BRIDGE NO. 4 (Hwy. over Co. Rd.)
- ⑧ BRIDGE NO. 5 (Hwy. over M/I L. Co.)
- ⑨ BRIDGE NO. 6 (Hwy. over Co. Rd.)
- ⑩ R.R. CROSSING NO. 2
Grade Separation (Hwy. over R.R.)
- ⑪ BRIDGE NO. 7 (Hwy. over Co. Rd.)
- ⑫ BRIDGE NO. 8 (Hwy. over Co. Rd.)

I-UI-323(6) 92nd Ave.-Fairview Sec., 1953
T.H. Banfield Exp.
#3915

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 12, 1956

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3915

25-Final

Warren Northwest, Inc.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

7528

B-110001

\$ 15,723.30

4/19/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified completion Date: 9-30-54 . 12-31, 1954 Shrub Planting

Time Extensions: to 11-28-55

Completion Date: 11-28-55

Date Accepted: 1-26-56

Penalties: none

Claims: none

Remarks:

Date: 4-20-56

To the Accounting Division:

Release of the above warrant is hereby authorized

[Signature]
H. B. Glaisyer
Ass't Secretary

Warrant Mailed:

[Signature]
Ruth Rawlings

[Signature]

RECEIVED
APR 12 1956
FOR FILING

11-23-16
3915

April 11, 1956

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3915 for paving on the 92nd Avenue-Fairview Section of the T.H. Banfield Expressway in Multnomah County was completed by the contractor, Warren Northwest, Inc., on November 28, 1955 and was formally accepted by the Highway Commission on January 26, 1956.

Final payment in the amount of \$15,723.88 will be released to the contractor on or after April 21, 1956. The total contract amount is \$525,041.91, of which amount \$28,133.65 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

4

RECEIVED

FEB 8 1956

FOR FILING

February 7, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from December 31, 1954 to December 31, 1955 within which to complete your contract No. 3915, for paving on the 99th Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the Highway Commission granted your request to and including November 28, 1955, the actual completion date. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc:

A. G. Shelton,
Division Engineer

James Don,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
DEC 20 1955
FOR FILING

1-111-222(1)
3915

December 29, 1955

Request for extension of time
No. 4
January 26 and 27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the 92nd Avenue-Fairview Section of the T. M. Benfield Expressway, Contract No. 3915, from December 31, 1954 to December 31, 1955.

Adverse weather conditions delayed the completion of other contractors' work on this section, and also held up the prime contractor. This section was opened to traffic on October 1, and the additional overrun was due to extra work orders added after the contract was awarded.

This project was actually completed on November 28, and I recommend the extension to and including that date without penalty. Mr. C. G. Folk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldeck
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt lg

RECEIVED
DEC 28 1955

FOR FILING

December 23, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 3915, for paving on 92nd Avenue-Fairview Section of the T.H. Banfield Expressway in Multnomah County. This payment, in the amount of \$21,040.93, will be released to the contractor on or after January 3, 1956. The retained percentage is \$15,752.10.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

g1

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

[Handwritten signature]

RECEIVED
DEC 20 1955

FOR FILING

1-111-323 (6)
24/15

December 13, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the 92nd Avenue-Fairview, Contract No. 3915, Oregon I-UI-323 (6), from January 1, 1955 to November 28, 1955.

Adverse weather conditions delayed the completion of other contractors work on this section, and also held up the prime contractor. This section was opened to traffic on October 1st and the additional overrun was due to extra work orders added after the contract was awarded.

I recommend that the extension be granted without penalty.

Very truly yours,

R. M. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

RECEIVED
DEC 14 1955

FOR FILING

11-11-11
2-9-15

December 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 23, 1955 on Contract No. 3915, 92nd Avenue-Fairview Section, in Multnomah County, in connection with Federal Aid Project No. I-UI-323(6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:bb

cc: John Cattrall

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 3, 1955

Section 92nd Ave. - Fairview Kind of work Paving
 Highway T. H. Banfield Expressway Section prefix 26-1027
 Contractor Warren Northwest, Inc. Contract number 3915
 Date of contract 4-3-53, 19 Date of completion 12-31-54, 19
 Date work started 8-31-53, 19 Estimated date of completion Nov. 28, 1955
 Project authorization \$574,673.75 Per cent of time elapsed 155.08 %
 Exclusive of Engineering \$526,673.75
 Estimated cost of completed project, exclusive of engineering \$532,577.61
 Estimated per cent overrun or underrun 1.01 %
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$48,000.00
 Engineering cost to date \$47,800.00, 99.58 % Date project was completed Nov. 28, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mon. Contractor completed work on this project today.

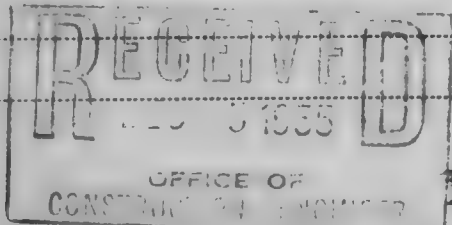
Tue. Went over the project with Warrens Supt. All work was completed as per orders on this section.

Wed. Went over this section Mr. Skelton today and he accepted the project as completed.

Thur. No work on this section today.

Fri. No work on this section today.

NOTED
L. H. Young



NOTED
V. D. WOLFE

Signed

James Don

Res. Engr.

Address

Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.09			7.09
Miles partially completed		7.09			7.09
Miles completed		7.09			7.09
Total estimated quantities (contract)	15,500	34,100			43,000
Total quantities corrected to date	17,500	43,550			51,306
Estimated quantities moved or placed to date	17,500	43,550			51,306
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels, Power graders, Rollers....., Mixers, Crushing or screening plants

Compressors, Bulldozers, Compaction rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Showers		
Friday	Showers		
Saturday			

RECEIVED
NOV 9 1955

FOR FILING

1-111 323 (1)
3915

November 8, 1955

Mr. William E. Junker
Attorney at Law
Paulsen Building
Spokane 1, Washington

Dear Sir:

The T. H. Banfield Expressway from Fairview to 42nd Avenue was graded by Gibbons & Reed Company, P. O. Box 4989, Portland 13. One of their contracts was completed February 16 and the other January 21, 1955. The Continental Casualty Company, Wilcox Building, Portland 4, furnished the Performance Bonds for these contracts.

Surfacing of the same section of highway was done by Warren Northwest, Inc., P. O. Box 5072, Portland, under Contract No. 4211 for the 42nd Avenue-92nd Avenue Section, and under Contract No. 3915 for the 92nd Avenue-Fairview Section. The Federal Insurance Company, 803 Title and Trust Building, Portland 4, furnished the bond for Contract No. 4211. U. S. Guarantee Company, 803 Title and Trust Building, Portland 4, furnished the insurance on Contract No. 3915.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED
AUG 19 1955

FOR FILING

FORM EDC-204-1-55-5000
1-11-55 (1)
5715

5710

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 19, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

Dear Sir:

I am returning herewith Assignment No. 5710 which was received in this office on March 8.

All details in connection with this assignment have been taken care of, but apparently the return of the assignment was overlooked.

Yours very truly,

H. G. Smith
Construction Engineer

By *Edwin A. Pease*

Edwin A. Pease
Construction Office Engineer

EAP:dt

Enc.



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 16, 1955

SUBJECT:

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Cooper
Re write authority
to overrun as
indicated
W.C.W.

In reply to your Assignment 5710 re overruns on the 92nd Avenue-Fairview Section, I am handing you herewith a copy of a letter from Division Engineer Skelton to explain the items of overrun and, also, a State Force Work Order for A.C. patching of the base paving now in place on the project. Some settlement and weak spots have developed and it is proposed to reinforce and level these by some "dental" work by our State paving crews.

Also attached is an Authority to Overrun Contract Amount.

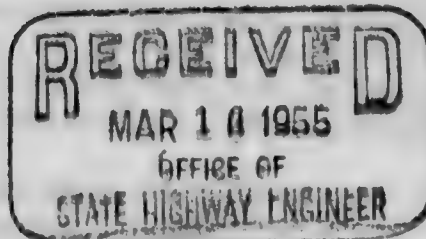
NOTED
W. C. WILLIAMS

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:jv

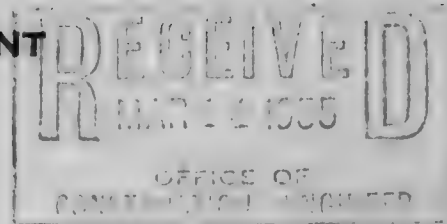
Attachments



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 11th, 1955



SUBJECT: 92nd Avenue-Fairview
Prefix 26-1027

To: Mr. H. C. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

In your letter of March 4, 1955 concerning a Price Agreement on the 92nd Avenue-Fairview paving contract, you called my attention to the expected overrun shown on the bottom of the form, which is materially in excess of the 5% maximum, and suggested that we send in an authority form for overrunning contract amount.

I am enclosing herewith authority form for overrunning contract amount on this project, contract No. 3915. Don has indicated the major items, which I believe have been individually approved. Extra Work Order No. 1 in general covers the correction of drainage by deepening side ditches, installation of perforated pipe where necessary, opening wet spots, and replacement of base rock where needed. Extra Work Order No. 3 covers improvement of drainage by piping down the side slopes and cross roads, and work of this nature. Price agreements No. 1 and 4 I believe are self-explanatory, and you are thoroughly familiar with both the asphaltic concrete shoulders which have been added, the increasing of thickness from 3-1/2 inches to 4 inches, and the decision to place the 4 inch concrete surfacing on the center line median strip. The increased amount of 3/4"-0 material required in the leveling course and shoulders, as well as the overrun of engineering have been explained on the form.

You will note the item shown for an asphaltic concrete leveling course by state forces which we have estimated would require about 1500 tons at \$8.50 per ton. An Order for State Force Work to cover this work is also enclosed, and I would recommend approval of this item, which will give us a much improved riding surface if the irregularities in the base course pavement can be taken out before the top is put on. Our state crews can handle this work efficiently, and I do not believe it would be possible to do this with the regular paving machine. This work should be done by a state paving crew within the next month, and will be handled out of our Troutdale setup.

Approval of this State Force Work Order and of the authority to overrun contract amount form is recommended.

Yours very truly,

AGS:W
Encl. cc James Don

A. G. SKELTON
Division Engineer

ASSIGNMENT

Date: March 8, 1955

No. 5770 By W.C.W.

3-7-55

Description: Order for Extra Work No. 3
on the 92nd Avenue-Fairview Section of the
Banfield Expressway (Contract No. 3915).

Acknowledged by _____ Referred to Cooper ✓

- Investigate and report with recommendation
- Such action as necessary and report
- Comment or recommendation
- Return with rough draft of reply
- Prepare reply for signature of Mr. _____
- Contact correspondent and report

Remarks: Please give me breakdown of
\$76,575.06 Extra Work overrun.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 3-16-55 Report Received _____

accounted for

No estimate to be submitted for March.
Less than \$500 work done.

Anticipated
Expenditures

PLEASE RETURN TO
W. C. WILLIAMS

485.00

408,332.50

225.00

225.00

966.95

76,575.06

976.95

485,132.56

996.80

35,286.00

73.75

520,418.56

1,031.95

476,673.75

521,450.51

Cont # 3915

1027

9-7-55

February 5, 1955, Eng'r. Report

	Authorization	Anticipated Expenditures
Contract Items	\$ 423,485.00	\$ 408,332.50
Anticipated Items	225.00	225.00
Cont'g.	19,066.95	
Extra Work		<u>76,575.06</u>
	\$ 442,776.95	\$ 485,132.56
Engineering	<u>33,896.80</u>	<u>35,286.00</u>
	476,673.75	\$ 520,418.56
Increase on EWO # 3 not accounted for		<u>1,031.95</u>
	476,673.75	\$ 521,450.51

PLEASE RETURN TO
W. C. WILLIAMS

No estimate to be submitted for March.
Less than \$500 work done.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

March 2nd, 1955

SUBJECT: Order for Extra Work
92nd Avenue-Fairview
Prefix 26-1027

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

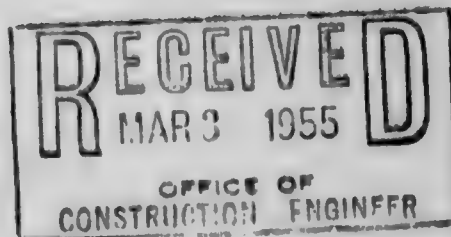
Herewith Order for Extra Work No. 3 on the 92nd Avenue-Fairview
Section of the T. H. Banfield Expressway, Warren Northwest, Inc. con-
tract No. 3915.

The order anticipates an expenditure of \$3250.00 to cover the
cost on a force account basis for furnishing and installing drain
pipes down cut slopes at various street intersections, constructing
special concrete catch basins at curb lines at cross roads, and furnish
and place 6 and 8 inch perforated metal drain pipe back of curb on
MB³ line. The items innumarated are not included in unit prices for the
contract. Your approval of the order is recommended.

Yours very truly,

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.
cc: James Don



RECEIVED
AUG 17 1955

FOR FILING

1-111-1-111
2-111-1-111

Salem, Oregon
August 17, 1955

Mr. James Don
Resident Highway Engineer
Box 4699
Portland 2, Oregon

Dear Sir:

This is to advise you that at its meeting on August 11, 1955, the State Highway Commission approved increase in project authorization of \$35,000.00 on Contract No. 3915, 92nd Avenue-Fairview Section in Multnomah County.

The present construction authorization is \$574,673.75. This amount should be used on all future reports.

Very truly yours,

S. H. Prebert
Office Engineer

DEP:ia

cc: A. G. Skelton

RECEIVED

AUG 1 - 1955

FOR FILING

I-UT-300(-)

3914

August 1, 1955

Oregon State Highway Commission

Gentlemen:

Paving work on the Banfield Expressway between 92nd Avenue and Fairview is now practically complete, and we find that there will be a project overrun of \$35,000, which is occasioned almost entirely by the necessity of increasing pavement thicknesses at several locations which showed signs of weakness. In a great many sections materials encountered in the excavation were of such nature that much more reinforcement was required than originally planned. In order to eliminate possibilities of pavement failure we deemed it necessary to increase pavement thicknesses where such conditions occurred.

This matter will be on the next agenda, and I recommend your approving additional project authorization in the amount of \$35,000 on Contract No. 3915, 92nd Avenue-Fairview Section of the T. H. Banfield Expressway.

Very truly yours,

R. H. Baldoek
State Highway Engineer

cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Nelson

WCW:me 1g

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26th, 1955

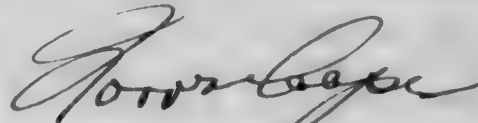
SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

A review of the finances on the 92nd Avenue-Fairview Section of the Banfield Expressway indicates an overrun in the present contract authorization of \$35,000. I am attaching copy of a letter from Skelton on the subject and would like to add the comment that the principal item of overrun is Class "B" asphaltic concrete.

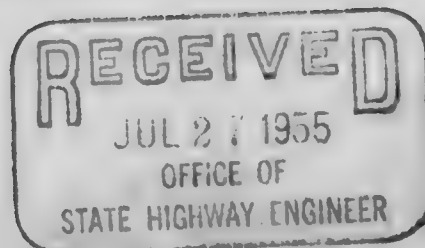
This overrun was occasioned by two things: First, it was necessary to reinforce spot sections throughout the project with some digging out; and second, the field was instructed to lay a slightly heavier base course as a safety measure on this project,



Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

cc to: A. G. Skelton



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 25th, 1955

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

As per our conversation of this date, I am enclosing herewith the following work orders on the 92nd Avenue-Fairview Section of the T. H. Banfield Expressway, contract No. 3915.

1. Price Agreement No. 10 for constructing asphaltic concrete pavement seal. The estimated cost of the new type seal is \$23,745.00, and this replaces an emulsion type seal which is estimated to cost \$14,810 making a total additional cost of \$8,935.00.

2. Price Agreement No. 12 for constructing 0-9 type oil mat shoulders on the high side of super elevated sections of roadbed and other locations where required to prevent water seeping into the rock base. This is estimated to cost \$5,073.25.

I am also enclosing authority form for overrunning contract amount on this section. This will be the second authorization on this project. You will note that the principal items on this overrun, which is estimated at \$35,000, is the item of class "B" concrete, which amounts to 4500 tons, and was needed for correction of soft spots and irregularities in the grade. The pavement seal is also included, and as stated above, the total estimated overrun is \$35,000.

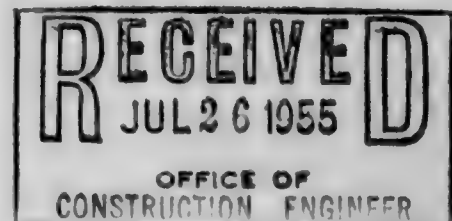
3. Order for Extra Work No. 5, which it is estimated to cost \$2500 for removing excess material and finishing the neutral zone to provide for improved drainage.

4. Order for State Force Work for picking up excess material from the seal coat in curbed sections at an estimated cost of \$1000. Price Agreement No. 10 with Warren Northwest for this seal coat does not provide for removal of this excess material.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: James Don



RECEIVED
JUN 24 1955

FOR FILING

T 114-33 (1)
5 115

June 24, 1955

Board of County Commissioners
Multnomah County
Court House
Portland, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Multnomah County one fully executed copy of a supplemental agreement between the State Highway Commission and Multnomah County covering road closures, etc., in connection the construction of the 92nd Avenue-Fairview Unit of the T. H. Banfield Expressway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUN 7 1955

FOR FILING

1-41 323 (1)
FORM 830-10M-10-54-79481
3715

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 19, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. G. WILLIAMS

The grading plans for the 92nd Avenue-Fairview Section of the Banfield Expressway call for the placing of approximately 6 inches of topsoil in the median strip between opposing lanes of traffic which would bring the bottom of the valley type section, which is to be seeded to grass, 9 inches below the final finished grade of the paving.

A recent inspection of this project indicates to me that a modification of these plans should be made.

The drainage on this entire section, particularly easterly from 102nd Avenue, is very poor and our experience on the Fairview-Sundial Section would indicate a strong possibility of surface failures unless every reasonable means is taken to achieve the best possible drainage.

A similar center divider to the one proposed on the 92nd Avenue-Fairview Section was built part of the way between Fairview and Sundial and on this section a large number of pavement failures have occurred. I do not attribute all of these pavement failures to the type of center divider. However, I believe many of them are attributable to this type of construction. I have gone over this project in the field several times with Skelton and many additions and changes have been made in the drainage facilities in an attempt to get a stable roadbed; however, even now, soft places are occurring. We have added quite a few center drains and I believe that a much better runoff will be achieved by carefully shaping the centerditch so as to provide a maximum fall into these drains. I believe that the median would present a more or less "crushed rock" appearance as shoulder materials would be spread along the inside slopes during the shaping process. This should not be objectionable.

In looking at the grassed sections east of Fairview, we find many obstructions caused by debris accumulating in the grass and by vehicles crossing the center median throwing up ridges of material which impede the flow of the water, which is very sluggish at best.

Mr. W. C. Will
May 19, 1955
Page 2

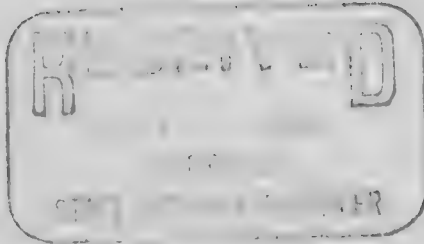
I am much concerned about our design of the Banfield and believe that in the future we should not attempt to construct roads with such a narrow, unpaved median as the result of infiltration of water is a constant threat to stability.

On the 92nd Avenue-Fairview Section, long reaches of the grades are nearly flat which makes it extremely difficult to get proper drainage at best. Therefore, I strongly urge that we take advantage of every means possible to get the best drainage setup consistent with conditions.



Forrest Cooper
Ass't. Construction Engineer

FC:jv



RECEIVED
MAY 17 1955

FOR FILING

I-111-3-2/6
2115

May 16, 1955

Mr. James Don
Resident Highway Engineer
Box 4699
Portland 2, Oregon

Dear Sir:

This is to advise you that at its meeting, April 13, 1955, the State Highway Commission approved an increase of \$63,000.00 in project authorization on Contract No. 3915, 92nd Ave.-Fairview Section of the T. H. Banfield Expressway in Multnomah County.

The present authorization is \$539,673.75. This amount should be used in all future reports.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

DHP:eh

cc: A. G. Skelton

RECEIVED
MAR 21 1955

FOR FILING

I - U I - 323 (2)
5915

March 18, 1955

Oregon State Highway Commission

Gentlemen:

It appears that the project authorization on Contract No. 3915, 92nd Avenue to Fairview paving project, will overrun approximately \$63,000 or 11½ per cent. The major cause of the overrun is the increase of the pavement thickness from three and one-half to four inches, and the addition of four-foot paved shoulders, which was the standard adopted after this contract had been let for highway surfacings on the interstate system. The increased pavement cost \$32,000, and additional crushed materials, leveling courses, and shoulders resulted in an additional \$14,000, or \$46,000 for this item. The remaining \$17,000 is mainly for correction of subgrade deficiencies and additional drainage.

This matter will be on the next agenda, and we respectfully request your approval of the increase of \$63,000 in project authorization on Contract No. 3915.

Very truly yours,

R. H. Baldeck
State Highway Engineer

cc Mr. H. C. Smith
Mr. S. H. Probert
Mr. C. H. Nelson

WCW:me lg

RECEIVED
MAR 21 1955

FOR FILING

FORM E-30X—50,000—10-54—78484
1-1-327/1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 18, 1955

SUBJECT:

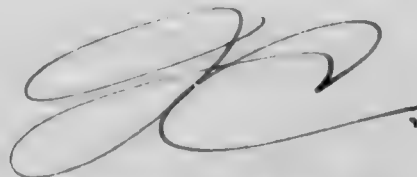
To: Mr. A. Q. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

Your State Force Work Order in an amount of \$12,750 on Contract 3915, 92nd Avenue-Fairview paving, is returned herewith unapproved.

If there are irregularities in the base they are probably due to poor workmanship on the part of the contractor and as such should be corrected by him at his own expense. The fact that there are irregularities in the base would point to the conclusion that insufficient or inadequate inspection was performed during the course of the work and a further possibility that the contractor did not properly perform the work.

In the year of 1954, at your recommendation, we appointed, at the C.E. II level, an inspector who was supposed to ride herd on the A.C. jobs to see that conditions such as the one we are now faced with did not occur. I believe we should review our inspection methods and procedures to assure ourselves that we do not have these embarrassing conditions continually rising.



Forrest Cooper
Ass't. Construction Engineer

FC:jv
Encl.

cc: W. C. Williams ✓

RECEIVED
MAR 22 1955

FOR FILING

Salem, Oregon
March 17, 1955

Contract No. 3915

Mr. Forrest Cooper

I return herewith, unapproved, Order for State Force Work covering replacement of 1,500 tons of asphaltic concrete, by state forces, on the Banfield Expressway.

The contractor will be required to make such repairs as are necessary, and, in the event that failures are the result of the contractor's operations, he will not be entitled to reimbursement for such.

Such instances as this must be watched more closely, to the end that pavement is not placed on bases that are not adequately stabilized to receive such pavement. Furthermore, the contractor is required by specifications to construct an adequate base, and his placement of pavement on an inadequate base does not relieve him of the responsibility for correction of failures.

W. C. Williams

WCW:mme

Encl.

RECEIVED

FOR FILING

FORM E-50 22M 9-51 22319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 10, 1954

SUBJECT: Sub-contractor's Claim,
92nd Avenue-Fairview (Paving)
Contract No. 3915

To: Mr. W. C. Williams
Deputy State Highway Engineer
B U I L D I N G

Warren Northwest, Inc., who hold the prime subject contract, sublet the planting items to Benedict Nursery Co., in Portland, Oregon. Recently the planting of 16,300 privet at a bid price of 20¢ each was cancelled as an item of work. This work item would also include the incorporation of fertilizer with the planting and the placing of sawdust mulch. The sub-contractor, through his counsel, has signified his intention of claiming compensation for the cost of the plants and the anticipated profit involved in the work.

In conversation with Mr. Benedict he stated that he had not purchased the fertilizer and he admitted that he could not place the sawdust mulch at the bid price of \$5.00 per unit. Consequently I do not believe these two contract items will be involved in his claim.

I asked to see the 16,300 privet plants to determine whether they met the State's specifications. He showed me a shipment of 1,500 plants, approximately, that he had purchased and which were heeled in at the nursery. Based on counts made from two of the bundles, not over 30% would meet the State specifications. He stated that 5,000 plants had been purchased through Portland Wholesale Nursery, an undetermined amount from another nursery in trade for other nursery stock, and that he had grown several thousand himself. Portland Wholesale Nursery, advised of the cancellation, has agreed to try to sell the plants to other customers. Mr. Benedict admitted that the plants he has grown have not grown as vigorously as he expected, and many do not meet the grade specifications. It was not possible to pin him down to any specific statement as to the exact number of plants he had available.

I advised him that we would accept up to the number of privet plants specified in the contract provided they met the specifications of the contract; we would not accept plants of inferior grade. From the

Mr. W. C. Williams - 2
92nd Avenue-Fairview
12/10/54

best information obtainable I question that half of the quantity of privet plants called for are available to him. I also advised him that as soon as his plants were available I would return and make an inspection of them.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl

cc - Mr. A. G. Skelton
Mr. H. G. Smith

RECEIVED
FOR FILING

FORM 1000 11/15 3-54 76730
1-47-325 (2)
27.5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1954

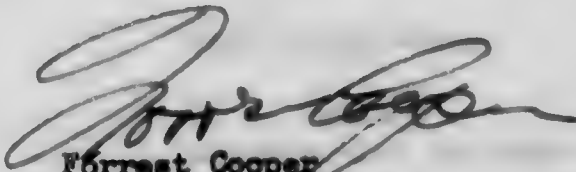
SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699 Sellwood Station
Portland, Oregon

NOV 25 1954
W. C. WILLIAMS

Referring to the center islands on the 92nd Avenue-Fairview Section of the Banfield Expressway, it has been decided to pour a split concrete slab continuously between the Type C curbs to eliminate the difficulty that has arisen from water running into the center island and percolating through the adjacent surface.

Please take the necessary steps to see that this is accomplished.


Forrest Cooper
Ass't Construction Engineer

FC:ps

cc: W. C. Williams ✓

RECEIVED
NOV 16 1954
FOR FILING

I-UI-323(6)
3715

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 5, 1954

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Warren Northwest, Inc. and the R & W Company, covering the installing and painting only of Item 15 on the 92nd Avenue-Fairview Contract No. 3915, Oregon I-UI-323 (6) is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
OCT 25 1954
FOR FILING

I-UI-323 (6)
3915

October 21, 1954

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering excavating, draining and backfilling soft spots in grade prior to paving on the 92nd Avenue-Fairview Section of the T. H. Benfield Expressway in Multnomah County, Contract No. 3915, in connection with Federal Aid Project No. I-UI-323 (6).

This work is necessary to stabilize various areas throughout the project where the grade has failed.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

Encl.

DEPaia

FORM E-30
RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

To: _____

Portland, Oregon
September 18th, 1954

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

Under date of September 9, 1954 you wrote asking for a report on the program and progress of Warren Northwest, Inc. on their contract for paving the 92nd Avenue-Fairview Section of the Banfield Expressway.

As you probably know, the grade on the east end of this project was turned over to Warren Northwest by Gibbons and Reed the early part of last month, so that they could start on that end with their leveling course and preparation of base. As Gibbons and Reed complete it from east to west, these sections have been turned over as soon as they were ready, and at the present time the entire project to 92nd Avenue is available to Warren Northwest. Gibbons and Reed were delayed in turning over the east end of the job by wet weather experienced throughout the early part of the summer, which softened up the grade in sections, and also delayed their work. The late completion of the Cereghino Overcrossing project was also a cause of delay.

Warren Northwest have pushed their preparation of base and their leveling course as much as weather conditions have permitted. However, the continuous rains of the past month have slowed operations materially, and have also caused soft spots to develop in the base, so that up to now we have been unable to put our binder course on any part of the project. They have completed their leveling course on about 75% of the section from 162nd Avenue to Fairview, and they also have their leveling course on about 50% of the section from 162nd Avenue west to 112th Avenue. Weather conditions permitting, we expect to start on our binder course from 162nd Avenue west, Monday the 20th, and to carry this binder course ahead just as fast as the grade is ready. We also are stabilizing our wet and soft spots east of 162nd Avenue, and as rapidly as the grade is in shape, will put our binder course on between 162nd Avenue and Fairview. Present plans are to start paving the early part of next week from 162nd Avenue west. If weather conditions permit, I believe we can pave continuously from now on. We are particularly anxious to get the section east of 162nd Avenue in shape and our binder course on as soon as possible, and will follow this binder course with the base paving. I believe we will have all of our grade

NOTED
FORREST COOPER

H. G. Smith, Attn: Cooper

Page 2

in shape, and our binder course on the entire job by the middle of October, or possibly earlier if the weather is good. To complete our base on this entire job, it will probably take until about the end of October.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w

cc: James Don

RECEIVED

FOR FILING

FORM E-30X 37 1/2 3-54 75720

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1954

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Box 4699, Sellwood Sta.
Portland, Oregon

Dear Sir:

Would you please give us a report on the program of Warren Northwest Inc. for paving of the 92nd Avenue-Fairview Section of the Banfield Expressway.

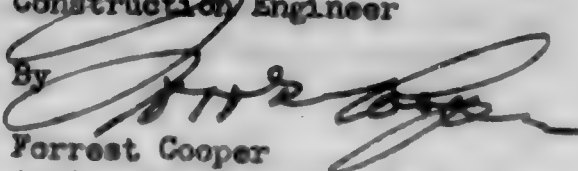
It has been the hope, at least, that this section would be open to traffic this fall "but the days grow short when you reach September". As there is 43,000 tons of A.C. to be laid, it appears that even with a break in the weather it will be a horse race or worse if the job is finished.

Will you please see what can be done to get the paving in gear and advise us with respect to completion.

Very truly yours,

H. G. Smith
Construction Engineer

By


Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED
FEB 25 1954
FOR FILING

Salem, Oregon
February 17, 1954

Mr. C. W. Enfield
Chief Counsel

Under the date of August 19, 1952, the Commission entered into an agreement with Multnomah County covering road closures etc. on the 92nd Avenue-Fairview Unit of the T. H. Banfield Expressway.

Certain changes in plans and modification of work make it desirable that an amendatory agreement be prepared in order that records will coincide with what has been done in the field.

Changes are as follows:

1. Paragraph 2b, page 3. Insert N. E. Wasco Street in place of N. E. Hassalo Street.
2. Paragraph 2c, page 4. Insert N. E. Wasco Street in place of N. E. Multnomah Street.
3. Paragraph 8, page 6. First sentence of this paragraph is ok. The remaining provisions are to be deleted from paragraph 8 and incorporated in a new paragraph covering N. E. 112th Street. (This change approved by Commission December 10, 1953; agenda item 4t.) N. E. 112th Street, at present, does not intersect Expressway right of way.
4. Paragraph 9d, page 7. Our agreement calls for a service road on both the east and west sides of 148th Avenue, extending both north and south of the track. In the northeast quadrant a service road is under construction. Our agreement calls for 20' of pavement, but as this only serves one house, and by agreement with the county, we have reduced this width to 16'. In the northwest quadrant, by right of way negotiation, we have given a direct access to the property, and there is no obligation for a service road, and none is contemplated. In the southeast quadrant, all of the adjacent property is owned by the government, and by agreement with them we have a connection to their property south of the improvement to 148th Avenue. On the southwest quadrant we have purchased sufficient right of way for a frontage road should one be required in the future. We have also reconnected the existing connection near the south end of the improvement. In our negotiations for property north of the existing access, we have provided right of way for such an access to be built by the owner.

Mr. C. W. Enfield

-2-

February 17, 1954

5. Paragraph 14G, page 9. It is recommended that this paragraph ~~may~~ be deleted. In our right of way transactions we have provided direct connections from the properties both east and west to Rockwood Road. No right of way was purchased for the service roads north of the track.

Under THINGS TO BE DONE BY COUNTY:

1. Paragraph 1, page 11. Should include reference to new paragraph on N. E. 112th Street.
2. Paragraph 4, page 12. This paragraph refers back to 14G and should also be deleted.

GENERAL PROVISIONS:

Page 13. The two references to 14G should be deleted.

W. C. Williams
Deputy State Highway Engineer

JWC:MM

cc: J. W. Cattrall

RECEIVED

FOR FILING

FORM E-90 20M 9-51 12312
1-111-2211

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
INTER-DEPARTMENT CORRESPONDENCE
January 19, 1954

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

SUBJECT:

NOT
W. C. WILLIAMS

Dear Sir:

The Subcontract between Warren Northwest Incorporated and Perkins Brothers, covering Items 1 and 4 to 8 inclusive, on the 92nd Avenue-Fairview Contract No. 3915, Oregon I-UI-323 (6), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams
2 - C. G. Polk

RECEIVED
OCT 15 1953
FOR FILING

24E-222(4)
3715

October 14, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 9016-32-14

Dear Sir:

This will acknowledge receipt of your letters under date of October 9 advising that damage reported on the 92nd Avenue-Fairview Section in your letter of September 21 occurred at Railroad M.P. 11.6 instead of Railroad M.P. 12.6, and that damage occurred to railroad communication lines on this section on October 5 at the same mile point.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

me

cc Mr. W. C. Williams

RECEIVED
OCT 14 1953
FOR FILING

E-11-2214
3115

October 13, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 31, 1953 on Contract No. 3915, 92nd Avenue-Fairview in Multnomah County in connection with Federal Aid Project No. I-MI-323 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dr

W. W. Stiffler
Assistant State Highway Engineer

DBP:eg

State OregonProject No. I-UI-323(6)

Federal Aid Interstate and Urban

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 19 53,by and between The Oregon State Highway Commission, constitutingOregon

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the October 29, 1952, ~~the~~ ^{were} ~~day~~ and February 16, 1953, ~~is~~ ^{were} ~~a~~ ^{programs} which ~~was~~ ^{were} approved on the 12th day of March, 19 53, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 26th day of March, 19 53; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred twenty-seven thousand and 00/100

dollars (\$327,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939. (Include date and citation of

act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 295+75 in the NE 1/4, Section 33, T. 1 N., R. 2 E., W.M.,
and survey station 670+37.6 in the NE 1/4, Section 28, T. 1 N., R. 3 E., W.M.,
except stations 407+68.14 - 409+00.15, 479+06.61 - 479+47.97, 516+28.92 - 516+69.88,
563+92.13 - 564+33.21, 581+42.71 - 585+49.54, and 617+37.11 - 617+78.67,
 length 6.960 miles, in Multnomah County,
 being Oregon Federal Aid / Interstate and Urban project No. I-UI-323(6), consisting of 6.960 miles of
 roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____
three hundred twenty-seven thousand and 00/100
 dollars (\$ **327,000.00**), which does not exceed the authorized Federal pro rata share of _____
five hundred twenty-seven thousand, nine hundred seventy-one and 95/100
 dollars (\$ **527,971.95**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____
the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said
Oregon
 State to receive public funds of the State of _____
 (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____
 (Include reference to statute authorizing

Chapter 529, Laws 1939.

(funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

William H. ...
SECRETARY

RECOMMENDED FOR APPROVAL:

James H. ...
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By *Charles H. Reynolds*

Member, State Highway Commission
(Title of officer)

By *M. E. Miller*

Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

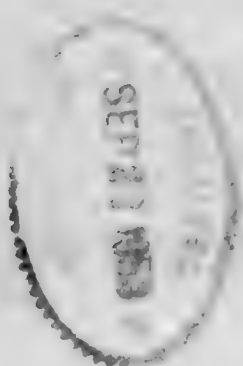
By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By *W. H. ...*

Division Engineer,
Bureau of Public Roads.



Oregon State Highway Department

Federal Aid Project
No. 1-UI-323 (6)92nd AVENUE-FAIRVIEW SECTIONOF THE T. H. HANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 6202

Roadway (Sta. 295+75 to Sta. 670+37.6) (Contract No. 3215)

2,500	cu. yds.	Structural Excavation, Unclassified	\$ 2.50	\$ 6,250.00
13,000	cu. yds.	Excavating and Placing Topsoil	0.75	9,750.00
7,300	yd. mi.	Truck Haul on Topsoil	0.20	1,460.00
2,000	lin. ft.	8-inch Metal Drain Pipe	2.00	4,000.00
2,300	lin. ft.	8-inch Sewer Pipe	1.25	2,875.00
1,300	lin. ft.	10-inch Sewer Pipe	1.50	1,950.00
2,550	lin. ft.	12-inch Sewer Pipe	1.75	4,462.50
150	lin. ft.	15-inch Sewer Pipe	2.25	1,012.50
44	only	Concrete Catch Basins	70.00	3,080.00
28	only	Concrete Inlets	58.00	1,624.00
11	only	Concrete Manholes	225.00	2,475.00
1,000	cu. yds.	Concrete Curbs	38.00	38,000.00
2,900	sq. yds.	4-inch Concrete Surfacing	3.60	10,440.00
10	cu. yds.	Concrete Islands	15.00	150.00
10,400	lin. ft.	Metal Guard Rail	2.50	26,000.00
6.94	miles	Preparation of Base	150.00	1,041.00
32,000	cu. yds.	3/4" - 0 Material in Leveling Course and Base	1.40	44,800.00
800	4-gal.	Sprinkling	2.50	2,000.00
2,100	cu. yds.	3/4" - 0 Material in Binder Course	2.50	5,250.00
340	tons	AC-3 Asphalt in Binder Course	35.00	11,900.00
43,000	tons	Class "B" Asphaltic Concrete	4.85	208,550.00
190	tons	MS-1 Emulsified Asphalt in Pavement Seal	35.00	6,650.00
1,150	cu. yds.	Aggregate in Pavement Seal	4.00	4,600.00
2,700	cu. yds.	Aggregate in Shoulder Oiling	3.50	9,450.00
220	tons	150-200 Asphalt in Shoulder Oiling	35.00	7,700.00
62	tons	MS-1 Emulsified Asphalt in Shoulder Oiling	35.00	2,170.00
16,300	only	Purchasing and Planting Shrubs	0.20	3,260.00
10	acres	Preparing Soil and Seeding	100.00	1,000.00
200	lbs.	Grass Seed, Highland Bent	1.00	200.00
200	lbs.	Grass Seed, Creeping Red Fescue	0.85	170.00
150	lbs.	Grass Seed, Annual Rye	0.10	15.00
100	cwt.	Inorganic Fertilizer (10-16-8)	5.00	500.00
80	units	Sewerest	5.00	400.00
				<u>\$423,485.00</u>

82nd Avenue Corrections

Roadway (23 Line Sta. 262+70 to 31 Line Sta. 307+50) (Contract No. 3922)

All Required	Clearing and Grubbing		\$ 700.00
750 sq. yds.	Removal of Walks and Driveways	0.90	675.00
2,100 lin. ft.	Removal of Curb	0.30	630.00
700 cu. yds.	Structural Excavation, Unclassified	3.00	2,100.00
5,900 cu. yds.	General Excavation, Unclassified	0.45	2,655.00
All Required	Finishing Roadbed and Slopes		325.00
2,300 lin. ft.	8-inch Sewer Pipe	1.25	2,875.00
670 lin. ft.	12-inch Sewer Pipe	1.75	1,172.50
300 lin. ft.	15-inch Sewer Pipe	2.50	750.00
34 lin. ft.	12-inch Corrugated Metal Pipe	3.00	102.00
3 only	Concrete Manholes	225.00	675.00
3 only	Concrete Catch Basins	70.00	210.00
10 only	Concrete Inlets	58.00	580.00
160 cu. yds.	Concrete Curb	41.00	6,560.00
100 sq. yds.	Concrete Walks	3.60	360.00
640 lin. ft.	Metal Guard Rail	3.00	1,920.00
4,200 cu. yds.	3" - 0 Material in Base	1.75	7,350.00
2,000 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	4,000.00
160 k-gal.	Sprinkling	2.50	400.00
150 cu. yds.	3/4" - 0 Material in Binder Course	4.00	600.00
26 tons	BC-3 Asphalt in Binder Course	40.00	1,040.00
3,300 tons	Class "B" Asphaltic Concrete	6.00	19,800.00
14 tons	RS-1 Emulsified Asphalt in Pavement		
	Seal	40.00	560.00
100 cu. yds.	Aggregate in Pavement Seal	4.50	450.00

\$ 56,489.50

Subtotal \$479,974.50

10% Engr. & Cont. 47,997.45

Total \$527,971.95

Length of Roadway 6.960 miles
Length of 6 Structures 0.133 mile (Exceptions)
Total 7.093 miles
Cost per Mile \$75,858.03

Federal Funds----- \$327,000.00
State Funds----- 200,971.95

\$527,971.95

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529,
Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

<u>Class of Funds</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>Length</u>
Federal Urban Funds	\$360,166.75	\$223,000.00	5.186
Interstate Funds	<u>167,805.20</u>	<u>104,000.00</u>	<u>1.774</u>
	\$527,971.95	\$327,000.00	6.960

Oregon State Highway Department

Federal Aid Project
No. I-UI-323 (6)

92nd AVENUE-FAIRVIEW SECTION OF THE
T. H. BAUFELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 24, 1953

Type Code 6201

Roadway (Sta. 295+75 to Sta. 670+37.6)

2,500	cu. yds.	Structural Excavation, Unclassified	2.50	\$ 6,250.00
13,000	cu. yds.	Excavating and Placing Topsoil	1.00	13,000.00
7,300	yd. mi.	Truck Haul on Topsoil	0.20	1,460.00
2,000	lin. ft.	8-inch Metal Drain Pipe	2.00	4,000.00
2,300	lin. ft.	8-inch Sewer Pipe	1.75	4,025.00
1,300	lin. ft.	10-inch Sewer Pipe	2.00	2,600.00
2,550	lin. ft.	12-inch Sewer Pipe	2.25	5,737.50
450	lin. ft.	15-inch Sewer Pipe	2.50	1,125.00
44	only	Concrete Catch Basins	75.00	3,300.00
28	only	Concrete Inlets	75.00	2,100.00
11	only	Concrete Manholes	350.00	3,850.00
1,000	cu. yds.	Concrete Curbs	40.00	40,000.00
2,900	sq. yds.	4-inch Concrete Surfacing	3.50	10,150.00
10	cu. yds.	Concrete Islands	60.00	600.00
10,400	lin. ft.	Metal Guard Rail	2.75	28,600.00
6.94	miles	Preparation of Base	700.00	4,858.00
32,000	cu. yds.	3/4" - 0 Material in Leveling Course and Base	2.75	88,000.00
800	h-gals.	Sprinkling	3.00	2,400.00
2,100	cu. yds.	3/4" - 0 Material in Binder Course	4.00	8,400.00
340	tons	RC-3 Asphalt in Binder Course	38.00	12,920.00
43,000	tons	Class "B" Asphaltic Concrete	5.50	236,500.00
190	tons	RS-1 Emulsified Asphalt in Pavement Seal	40.00	7,600.00
1,150	cu. yds.	Aggregate in Pavement Seal	5.00	5,750.00
2,700	cu. yds.	Aggregate in Shoulder Oiling	4.00	10,800.00
220	tons	150-200 Asphalt in Shoulder Oiling	37.00	8,140.00
62	tons	RS-1 Emulsified Asphalt in Shoulder Oiling	40.00	2,480.00
16,300	only	Furnishing and Planting Shrubs	0.30	4,890.00
10	acres	Preparing Soil and Seeding	800.00	8,000.00
200	lbs.	Grass Seed, Highland Bent	1.30	260.00
200	lbs.	Grass Seed, Creeping Red Fescue	1.00	200.00
150	lbs.	Grass Seed, Annual Rye	0.20	30.00
100	cwt.	Inorganic Fertilizer (10-16-8)	5.00	500.00
80	units	Sandust	15.00	1,200.00
				<u>\$529,725.50</u>

82nd Avenue Connection
 Roadway (NB Line Sta. 262+70 to SB Line Sta. 370+50)

All Required	Clearing and Grubbing	\$ 1.00	\$ 1,000.00
750 sq. yds.	Removal of Walks and Driveways	0.60	750.00
2,100 lin. ft.	Removal of Curbs	3.50	1,260.00
700 cu. yds.	Structural Excavation, Unclassified	0.75	2,150.00
5,900 cu. yds.	General Excavation, Unclassified	1.50	4,425.00
All Required	Finishing Roadbed and Slopes	2.00	750.00
2,300 lin. ft.	8-inch Sewer Pipe	2.50	3,450.00
670 lin. ft.	12-inch Sewer Pipe	3.25	1,340.00
300 lin. ft.	15-inch Sewer Pipe	250.00	750.00
34 lin. ft.	12-inch Corrugated Metal Pipe	75.00	110.50
3 only	Concrete Manholes	65.00	750.00
3 only	Concrete Catch Basins	45.00	225.00
10 only	Concrete Inlets	3.50	650.00
160 cu. yds.	Concrete Curbs	3.25	7,200.00
*100 sq. yds.	Concrete Walks	2.50	350.00
640 lin. ft.	Metal Guard Rail	3.00	2,090.00
4,200 cu. yds.	3" - 0 Material in Base	3.00	10,500.00
2,000 cu. yds.	3/4" - 0 Material in Base and Shoulders	4.00	6,000.00
160 H-gals.	Sprinkling	10.00	400.00
150 cu. yds.	3/4" - 0 Material in Binder Course	6.50	600.00
26 tons	RC-3 Asphalt in Binder Course		1,040.00
3,300 tons	Class "B" Asphaltic Concrete		21,450.00
14 tons	RS-1 Emulsified Asphalt in Pavement		
	Seal	45.00	630.00
		5.00	500.00
100 cu. yds.	Aggregate in Pavement Seal		

\$ 68,740.50

Subtotal \$598,466.00
 10% Engr. & Cont. 59,846.60
 Total \$658,312.60

Length of Roadway 6.960 Miles
 Length of 6 Structures 0.133 Mile (Exceptions)
 Total Length 7.093 Miles
 Cost per Mile \$94,535.14

Federal Funds----- \$4,000,000.00
 State Funds----- 250,312.60
 \$658,312.60

<u>Class of Funds</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>Length</u>
Federal Urban Funds	\$490,507.40	\$304,000.00	5.186
Interstate Funds	<u>167,805.20</u>	<u>104,000.00</u>	<u>1.774</u>
	\$658,312.60	\$408,000.00	6.960

RECEIVED
FOR FILING

FORM E-30 25M 9-51 52315

I-111-323(6)

3915

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 21, 1953

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

The subcontract between Warren Northwest, Inc. and Benedict Nursery Company, covering Items 27 to 33, inclusive, on the 92nd Avenue Fairview Paving Contract No. 3915 Oregon I-UI-323 (6), is approved and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams

C. G. Polk - 2

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FOR FILING

FORM 1-30-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100

I-UI-323(6)

3115

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 21, 1953

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Warren Northwest Inc. and Perkins Brothers, covering items 9 to 15 inclusive, on the 92nd Avenue-Fairview Section Oregon I-UI-323(6), is approved and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams
C. G. Polk - 2

RECEIVED

FOR FILING

COPY

UNION PACIFIC RAILROAD COMPANY
Office of District Claim Agent
452 Pittock Block
Portland 5 Oregon

May 12, 1953

Our File: 425-M-53

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
302 East 4th South Street
Salt Lake City, Utah

Lloyd's of London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's of London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Dept.
Att: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to Underwriter's of Lloyd's of London Certificate No. L-39565 and the primary insurance, Continental Casualty Company Policy No. GPL-1145485 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering construction of the 92nd Avenue to Fairview Section of the Banfield Expressway located in Multnomah County, Oregon.

In accordance with the above mentioned policies, the Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company hereby notify you that Eugene R. Dennis has presented claim for one milk cow in the sum of \$225 account said cow having been struck and killed by one of our trains during the night of February 13, 1953, said cow having gained entrance to our right-of-way due to the fence having been damaged and knocked down as a result of the construction operations of Gibbons & Reed Company.

For your further information, Mr. Dennis' address is shown as 16508 N. E. Wilkes Road, Portland, Oregon, and we are giving him a copy of this letter so that he will know we have referred this matter to you and that he should handle it directly with you.

Will you kindly acknowledge receipt of this letter.

Very truly yours,

/s/ John T. Trout

John T. Trout
District Claim Agent

*Original - f.
Mr. Dennis with note:
Will you please reply?
J.T.T.*

RECEIVED
MAY 1 1953
FOR FILING

T-111-325(1)

May 6, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Memorandum

We enclose herewith, for your records and files, six fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3887, for grading and paving on the
Canty (N. 4th Ave.) Section in Clackamas County, awarded
April 8, 1953.

Contract No. 3888, for grading and paving on the
Hubbard (1st St.) Section in Marion County, awarded
April 8, 1953.

Contract No. 3895, for paving on the Spring Creek
Hill-Robert Section of the Waller-California Highway in
Clatsop County, awarded April 8, 1953.

Contract No. 3914, for paving on the Hayesville
School-Battle Creek Junction Unit, along By-Pass Section
of the Pacific Highway East in Marion County, awarded
April 9, 1953.

Contract No. 3915, for paving on the 92nd Avenue-
Fairview Section of the T. M. Banfield Expressway in
Multnomah County, awarded April 9, 1953.

Contract No. 3920, for paving on the Pilots (Buford
Avenue) Section in Lincoln County, awarded April 14, 1953.

Copies of the above contracts are also being sent to the
surety on your performance bond.

Very truly yours

H. B. Glazier, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encs.

RECEIVED

FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

FILED
3915

April 13, 1953

File

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOT
W. C. MILLER

Dear Sir:

P. S. and E. documents for Oregon Project L-UI-323(6), 92nd Avenue-Fairview Section of the Banfield Expressway, were approved on April 7. In connection with the item which provides for the furnishing of 16,300 Ligustrum Vulgare (Common or English Privet), it is presumed you have investigated and found that the proposed quantity of these shrubs is reasonably available. We would be hesitant in approving a work order for changing the specified type or variety of shrub in the event the supply proves inadequate.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

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Edman

See

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APR 11 1953
FOR FILING

111-111

April 10, 1953

Warren Northwest Inc.
P. O. Box 5074
Portland, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 3915 for paving the 92d Avenue-Fairview Section of the T. H. Benfield Expressway east of Portland in Multnomah County. This award was based on your bid of \$423,485.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ENC
Enclosure

cc . H. G. Smith
S. H. Probert
W. M. Franzwa, SLAC

RECEIVED
7/11/53
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

I-11-323(6)
3915

April 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 3915 for Oregon Project I-UL-323(6), 92nd Ave.-Fairview Section, T. H. Banfield Expressway, to Warren Northwest, Inc., Portland, Oregon, low bidder in the amount of \$423,485.00 at the April 9, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer



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FILED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

April 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The following is quoted for your information and record from the Acting Commissioner's March 19, 1953 airmail memorandum through our Western Headquarters approving the addition of Item 2, Project I-UI-323(6) as described in request dated February 13, 1953:

"In accordance with the recommendation contained on the second page of your memorandum of March 5, 1953, submitting the fifth supplemental urban program, the addition to the above program of Item 2, Project I-UI-323(6), as described on the bottom half of the State's memorandum request form dated February 13, 1953, is approved effective March 12, 1953.

Program approval of this project was held in abeyance by our memorandum of November 10, 1952 pending the submission of the Federal-aid urban portion of this jointly financed project. The Federal-aid urban portion has been submitted and is being concurrently approved by separate memorandum. No separate action is being taken on the memorandum request form recommended by Mr. Lynch on March 2, 1953 and it is being filed for record purposes.

It is noted that Federal participation is requested for less than the legal pro rata; however, the Federal funds requested are in a substantial amount. In view of this fact, it is expected that after award of contract no request will be submitted for increasing the Federal funds."

Very truly yours,

C. G. POLK
District Engineer

By *R. E. McMullen*
R. E. McMULLEN
Program & Planning Engineer



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OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your March 11, 1953 request for individual project program change in Item 2, Project I-UI-323(6) was approved by the Acting Commissioner as of March 26, 1953. This letter will confirm our previous verbal notification in this matter.

Very truly yours,

C. G. POLK
District Engineer

By *R. E. McMullen*

R. E. McMULLEN
Program & Planning Engineer



DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

RECEIVED
FOR FILING
OREGON DISTRICT

April 9, 1953

Gen'l
Fed'l
I-UI-323(6)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your March 10, 1953 request for individual project program change in Item 31, Project I-UI-323(6) was approved by the Acting Commissioner as of March 26, 1953. This letter will confirm our previous verbal notification in this matter.

Very truly yours,

C. G. POLK
District Engineer

By *R. E. McMullen*
R. E. McMULLEN
Program and Planning Engineer



AP

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

March 26, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project I-UI-323(6),
92nd Avenue-Fairview Section of the T. H. Banfield Express-
way, have today been recommended for approval, subject to
such changes as may be required by the Division Engineer.
This is to authorize your advertising for bids.

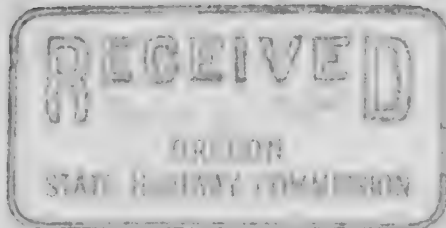
Concurrence in award will be withheld pending receipt
of advice that all rights of way or rights of entry have been
acquired.

Please submit the usual copies of a resolution by the
Portland City Council covering the construction within the
city limits.

Very truly yours,

C. C. Polk
C. C. POLK
District Engineer

NOTED
W. C. HILL



File



OREGON STATE HIGHWAY DEPARTMENT

(date)

Jan. 19, 1954

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3916

3-final

R. H. SUSSEX

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

325

R-84947

\$ 500.00

1/18/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: to Nov. 30, 1953 without penalty

Completion Date: Nov. 25, 1953

Date Accepted: Feb. 24, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-26-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

3-1-54

RECEIVED
FOR FILING

1-5	4
2-1	
3-1	
4-1	
5-1	

December 28, 1953

General Casualty Company of America
General America Agency
209 S. W. Fourth Ave.
Portland, Oregon

Gentlemen:

State Highway Contract No. 3916 for rock production on the La Grande-Baker Section of the Old Oregon Trail in Union and Baker Counties was completed by the contractor, R. H. Sussex, on November 25, 1953 but has not as yet been accepted by the Commission.

Final payment in the amount of \$500.00 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is \$13,636.62 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America,
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

12-28-53

RECEIVED
DEC 15 1953
FOR FILING

11-1-53
3116

December 14, 1953

General Casualty Company
209 SW 4th Avenue
Portland
Oregon

ATTENTION: J. C. Finlay

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Mr. R. H. Sussex on contract No. 3916, covering rock production on the LaGrande-Baker Section of the Old Oregon Trail in Union and Baker Counties.

This payment in the amount of \$6,256.12 will be released to contractor on or after December 24, 1953. The retained percentage is \$500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

To
cc: General Casualty Co. of America
General Insurance Building
Seattle 5, Washington

NOTED ON CARD

12-14-53-5

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

31-8307

For Week Ending November 28, 1953

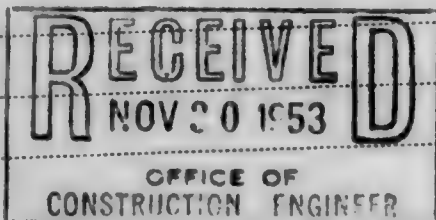
Section La Grande- Baker Kind of work Rock Production
 Highway Old Oregon Trail Section prefix 31-8307
 Contractor R.H. Sussex Contract number 3916
 Date of contract April 9, 1953 Date of completion September 30, 1953
 Date work started October 2, 1953 Estimated date of completion November 25, 1953
 Amount of contract \$ 14,525.00 Per cent of time elapsed 133 %
 Estimated cost of completed project, exclusive of engineering \$ 14,525.00
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 700.00, 63 % Date project was completed November 25, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished crushing operations on Tuesday
 November 24, Stock Pile ready for remeasure on Wednesday
 November 25.

Final Estimate will be out next week

NOTED
 H.G. SMITH



NOTED
 FORREST COOPER

Signed

C.D. Cannon by Jack M. Loomis
 Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,000		
Estimated quantities moved or placed to date			10,000		
Average daily quantities			350		
Average daily quantities necessary to complete project on time			1		
Number shifts per day			1		
Hours per shift			9		
Average force on project for week			6		

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders, Rollers, Mixers, Crushing or screening plants 1.
Compressors, Bulldozers 2, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Overcast		
Friday	Overcast		
Saturday			

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NOV 19 1953
FOR FILING

1-2-11

November 17, 1953

Mr. R. H. Sussex
P. O. Box 1
Bellingham, Wash.

Dear Sir:

The State Highway Commission, at its meeting held on October 29, 1953, had under discussion your request for an extension of time from September 30 to November 30, 1953 within which to complete your contract No. 3916, for rock production on the LaGrande-Baker Section of the Old Oregon Trail in Union and Baker Counties.

The State Highway Commission granted your request to November 30, 1953 without penalty, however, should you not complete this project by November 30 all engineering costs incurred after that date will be assessed against you as penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

el

cc: A. F. Parson,
Division Engineer

C. D. Cannon,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
FOR FILING

21-10-1

October 22, 1953

Oregon State Highway Commission

Request for extension of time
No. 27
October 29 and 30 Meeting

Gentlemen:

Herewith is a request from H. H. Sussex for an extension of time on the La Grande-Aker Rock Production Project on the old Oregon Trail, Contract No. 3916, from September 30, 1953 to November 29, 1953.

This contract was awarded on April 9, 1953, but work did not start until the early part of October. The contractor had simply obtained contracts on more projects than he had equipment to complete on time.

In this particular instance, if the materials are produced and in stockpile by November 30, the state will be caused no major inconvenience, nor will engineering costs be increased, and I recommend the extension to November 30 without penalty. However, should the contractor not complete this project by November 30, I recommend that all engineering costs after that date be assessed against him.

Very truly yours,

H. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

WCW:ne fp

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FOR FILING

GENERAL CASUALTY COMPANY OF AMERICA
Seattle 5, Washington

C
O
P
Y

31-2307
3916

October 5, 1953

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Our Bonds 258531 and 258543 - R. H. Sussex
Bellingham, Washington
Contracts No. 3858 and 3916

Mr. G. H. Emerson has forwarded your September 28 letter addressed to our company to the Home Office for attention. In your letter you point out that progress is not satisfactory on Contract No. 3843 and 3858. You also mention that the materials to be crushed on Contract No. 3916 will be needed for winter ice and snow road conditions.

We want to simply acknowledge your letter and advise that we are making an effort to contact Mr. Sussex to see if it is not possible to do something to improve the rate of progress. We appreciate very much your advising us of the conditions as you view them under these contracts.

Very truly yours,

/s/ Willard G. Sweeny

Surety Department

Willard G. Sweeny
bwm

RECEIVED
2
FOR FILING
31-8507
3916

September 28, 1953

C
O
P
Y

General Casualty Company of America
209 S. W. 4th Avenue
Portland, Oregon

Attention: Mr. G. H. Emerson

Gentlemen:

We have been unsuccessful in obtaining satisfactory performance on contractual obligations by R. H. Sussex, who at the present time has three contracts with the State Highway Commission, only one of which he is working on, and, on the other two, the time limit will expire on September 30 and one project and on October 31 on the other.

Unsatisfactory progress is being made on Contract No. 3843, on which the time limit has already expired.

The contractor can give us no definite assurance as to when he can start on Contract No. 3858, Poker Creek-Sumpter Rock Surfacing Project, on which job the time limit expires October 31, and on Contract No. 3916, La Grande-Baker Rock Production Project, on which the time limit expires September 30, 1953. This letter is to advise you that, as Surety for the above named contractor, provisions must be made for immediate start on these projects, with prosecution to completion at the earliest possible date.

I might advise you that failure to surface the Poker Creek-Sumpter Section under Contract No. 3858 will result in great inconvenience to users of this highway if it goes into another winter in an unsurfaced condition. Likewise the materials to be crushed on the La Grande-Baker Rock Production Project, Contract No. 3916, are extremely essential for the sanding of ice and snow conditions during the winter months on US30, and it is vitally essential that this project be completed before such conditions become existent on the highway.

It is requested that you advise by return mail what plans are being made for the immediate start and the completion of these projects.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper

WCK:me fp

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1953

SUBJECT:

To:

Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

C
O
P
Y

Dear Sir:

I hand you herewith descriptions of the jobs shown by divisions which have been contracted prior to the August 1953 letting and upon which work has not yet been started. I have underlined in red the ones which should be started immediately. So far our efforts to get these jobs underway have been unsuccessful.

Referring to the three contracts held by Sussex in Division 5, I am attaching a copy of a letter from Parson to Sussex dated September 17, 1953 in which he is again attempting to get some action. Also attached are copies of a Subcontract of which Mr. Sussex is asking us to approve wherein he proposes to subcontract the entire Poker Creek-Sumpter Section to Arthur Simonsen. Our policy has been not to allow this type of a subcontract as this encourages the prime contractor to become merely a broker.

I would recommend that Sussex and his surety be notified immediately to proceed with the work and that if he does not comply that he be disqualified from bidding until he demonstrates a desire to follow the terms of our contracts.

Very truly yours,

H. G. Smith
Construction Engineer

By
/s/ Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

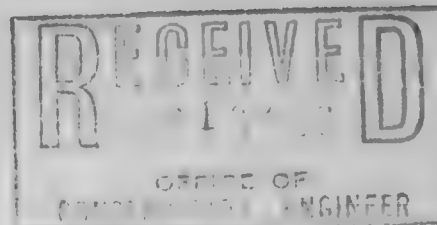
OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 17, 1953

SUBJECT:

To:

Mr. R. H. Sussex
P. O. Box 1
Bellingham, Washington



Dear Sir:

This is to confirm my conversation with your father and representative, regarding the three crushing jobs, Contract #3916, #3843 and #3858, of this date.

It is highly desired that all three jobs be completed this year. The cinder crushing job, Contract No. 3916, has the highest priority, as it is essential that we have sanding material for this winter's sanding on Highway 30 east of La Grande. Your representative assured me that in the event that Arthur Simonsen does not do the cinder job for you, that you will discontinue the Pendleton-John Day crushing until after you have crushed the cinders. You would finish the present set-up and then move to Ladd Canyon cinder job, instead of moving to Battle Mountain.

This is the way we would prefer the work, because of the impossibility to crush cinders if they get wet. However, the method you use to produce our material is your responsibility. We are concerned only in getting the material before winter sets in.

Very truly yours,

A. F. Parson
Division Engineer

AFP/pc

cc: H. G. Smith
W. S. Hodge

RECEIVED
MAY 15 1953
FOR FILING

May 14, 1953

Mr. R. H. Sussex
P. O. Box 1
Bellingham
Washington

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3916, which was awarded to you on April 9, 1953 by the State Highway Commission, for rock production on the La Grande-Baker Section of the Old Oregon Trail in Union and Baker Counties.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
FOR FILING

41-2117

April 10, 1953

Mr. R. H. Sussex
P. O. Box 1
Bellingham, Washington

Dear Mr. Sussex:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 3916 for the La Grande-Baker Rock Production Project on the Old Oregon Trail between La Grande and Baker in Union and Baker Counties. This award was based on your bid of \$13,900.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

chr
Enclosure

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC



RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

Nov. 3, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3917

2-final

Barney B. Helser

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

21517

R-79677

\$ 561.76

11/3/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

W. B. Glaisyer
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1953

Time Extensions: None

Completion Date: Sep. 18, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-4-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOV 11 1953
W. B. Glaisyer

RECEIVED
OCT 21 1953
FOR FILING

October 19, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3917 for rock surfacing on the Flora Spur Section of the Enterprise-Lewiston Highway in Wallowa County was completed by the contractor, Barney B. Helser, on September 18, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$561.76 will be released to the contractor after acceptance by the Commission. The total contract amount is \$18,725.40 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
1953
FOR FILING

32-4206
117

October 2, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Barney B. Helser on contract No. 3917, for rock surfacing on the Flora Spur Section of the Enterprise-Lewiston Highway in Wallowa County.

This payment, in the amount of \$18,163.64, will be released to the contractor on or after October 12, 1953. The retained percentage is \$561.76.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

10-2-53, J

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 18, 1953

Section Flora Spur Surfacing Project Kind of work Surfacing

Highway Flora Spur of Enterprise Lewiston Hwy. Section prefix 32-4206

Contractor Barney B. Helser Contract number 3917

Date of contract April 9, 1953 Date of completion Oct. 31, 1953

Date work started Aug. 27, 1953 Estimated date of completion Sept. 18, 1953

Amount of contract \$ 18,970.00 Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering \$ 18,790.00

Per cent of contract completed, based on total contract price %

Engineering cost to date \$ 500.00, 33 % Date project was completed Sept. 18, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed placing and processing surfacing on Friday.

Surfacing set up in good shape but will need further work in the way
 of maintenance after fall rains.

(LAST WEEKLY REPORT)

NOTED
 FORREST COOPER

NOTED
 H. G. SMITH

NOTED
 B. A. MARTIN

Signed

Address

Res. Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.8			
Miles partially completed		2.8			
Miles completed		2.8			
Total estimated quantities		4860			
Estimated quantities moved or placed to date		4860			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		2			
Hours per shift		8			
Average force on project for week		15			

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ..1..., Power graders ..1..., Rollers, Mixers, Crushing or screening plants ..1.....

Compressors ..1..., Bulldozers ..1..., Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 1 1953
FOR FILING

1 - 420
2-17

May 20, 1953

Mr. Barney B. Helsor
Moro
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3917, which was awarded to you on April 9, 1953 by the State Highway Commission, for rock surfacing on the Flora Spur Section of the Enterprise-Lewiston Highway in Wallowa County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
APR 13 1953
FOR FILING

22-1-1

April 10, 1953

Mr. Barney B. Helser
More, Oregon

Dear Mr. Helser:

The State Highway Commission on April 9, 1953 awarded to you State Highway Contract No. 3917 for surfacing the Flora Spur of the Enterprise-Lewiston Highway near Flora in Wallowa County. This award was based on your bid of \$18,970.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ohr
Enclosure

cc H. G. Smith
S. H. Probert
W. M. Franawa, SIAC

F-196(17) Noble Slough-Foster Sec., 1953
#3918 Santiam Hwy. West

RECEIVED

FOR FILING

F-196 (11)
3718

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 20, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1878

(VOUCHER NO.)

12-14-1

(WARRANT NO.)

Warren Northwest, Inc.

(AMOUNT)

(DATE)

25785

2-110075

\$ 1,797.87

12/17/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Ruth Rawling

Specified Completion Date: Oct. 15, 1953

Time Extensions: None

Completion Date: Oct. 14, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

H. B. Glaisyer

Warrant Mailed:

Ruth Rawling

RECEIVED

JUN 1 1954

FOR FILING

June 8th, 1954

201m0
Santiam Highway**FINAL COST ANALYSIS**Noble Slough-Foster Section
Contract #3918Grading & Paving
Warren Northwest, Contractor
S. F. Walters, Resident EngineerSantiam Highway
Prefix 22-1047 F-196(17)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**Clearing & Grubbing	All		\$6,522	\$	\$ 1,288.48	\$ 6,522.00
**Removal of Catch Basin	2	Each	25.00	19.34	38.67	50.00
**Struct. Excavation	919.04	Cu. Yd.	3.00	2.14	1,964.91	2,757.12
**General "	87,717.7	" "	0.54	0.655	57,451.13	47,367.56
**Short Overhaul	389,745.1	Yd. Sta.	0.02	0.02	7,772.61	7,794.90
**Long "	21,537.4	C-Yd. Sta.	0.40	0.40	8,620.59	8,614.96
**Finish R/B & Slopes	7.83	Mile	300.00	291.32	2,281.03	2,349.00
**42" Corr. Metal Pipe	8.75	Lin. Ft.	16.00	14.85	129.93	140.00
**78" " " "	12.13	" "	50.00	44.05	534.43	606.50
**12" Concrete Pipe	711	" "	2.00	1.71	1,216.14	1,422.00
**18" " "	168	" "	3.50	2.79	468.52	588.00
**24" " "	57	" "	4.75	4.59	261.80	270.75
**Salvage Culvert Pipe	627	" "	2.00	1.86	1,166.34	1,254.00
*3"-0" Mat'l. in Base	14,644	Cu. Yd.	1.60	1.46	21,388.70	23,430.40
*3/4"-0" Mat'l. in Base and Shoulders	4,237	" "	2.60	2.23	9,446.66	11,016.20
*Sprinkling	192.50	M/Gal.	2.25	1.62	310.96	433.13
*3/4"-0" Mat'l. in Binder Course	145	Cu. Yd.	4.50	4.08	591.85	652.50
*RS-2 Asphalt in Binder Course	17.38	Ton	45.00	44.18	767.80	782.10
*Class "A" Asphaltic Concrete	18,487.37	"	5.75	5.10	94,210.31	106,302.38
**PA #1, 36" Conc. Pipe in Place	80	Lin. Ft.	10.00	9.17	733.77	800.00
**PA #2, Felling Danger Trees	8	Each	25.00	9.28	74.26	200.00
**PA #3, Lower 4" Sewer	All		61.00		53.00	61.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**PA #4, 6" Perf. Conc. Drain Pipe	1,182.5	Lin. Ft.	\$1.25	\$1.05	\$ 1,240.92	\$ 1,478.13
**PA #4, Backfill in Drain	210	Cu. Yd.	6.00	4.45	935.37	1,260.00
**PA #5, Ex. Work in 78" Culvert Extension	All		120.00		107.49	120.00
**PA #6, 12" Corr. Metal Pipe	28	Lin. Ft.	3.00	2.44	68.39	84.00
**PA #7, Extend 1½" Water Pipe	All	All	32.00		20.08	32.00
**PA #8, Ex. Allowance for Slide Removal	All	All	3,367.46		3,367.46	3,367.46
**Force Account					<u>1,244.05</u>	<u>1,434.12</u>
					\$217,755.65	\$231,190.21

	Gross Revenue	Total Cost	Profit	Loss	Total Profit	% Loss	% Profit	Total % Profit
*	\$142,616.71	\$126,716.28	\$15,900.43				11.1%	
**	<u>88,573.50</u>	<u>91,039.37</u>		<u>\$2,465.87</u>		2.8%		
Total	\$231,190.21	\$217,755.65	\$15,900.43	\$2,465.87	\$13,434.56			5.8%

* Work done by Warren Northwest Co.

** Work done by Anliker & Robinson

Noble Slough-Foster
Contract #3918

Detail of Cost
Warren Northwest Company

Labor:

Supervision	\$ 3,602.09	
Labor	27,570.51	
Labor Insurance	<u>2,337.94</u>	
		\$ 33,510.54

Materials:

3"-0" Cr. Material in Base	14,644 Cu. Yd. at \$0.50	\$ 7,322.00	
3/4"-0" Cr. Material in Base	4,382 " " " 1.00	4,382.00	
Class "B" Aggregate	14,790 " " " 1.00	14,790.00	
Asphalt in Class "B" Mix	1,109 Tons " 26.47 Including Freight	29,355.23	
RS-2 Emulsion	17.38 Tons at 28.42 Including Freight	<u>493.94</u>	
			56,343.17

Equipment Rentals & Misc. Supplies:

Equipment Rental Owned	\$ 9,713.78	
" " " Hired	9,286.66	
Gas, Oil & Grease	2,877.34	
Heating Oil	4,011.76	
Bond	667.04	
P.L. & P.D. Insurance	389.66	
P.U.C.	153.93	
Small Tools & Misc. Supplies	2,951.90	
Move In, Freight & Cartage	2,382.64	
General Overhead	<u>4,427.86</u>	
		<u>36,862.57</u>

Total Cost	\$126,716.28
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Detail of Cost
Anliker & Robinson

Labor & Supervision
Labor Insurance

\$28,988.24
2,029.18

\$31,017.42

42" Corr. Metal Pipe	8.75 Lin. Ft.	at \$10.90	\$	95.37
42" " " Bands	2 Each	"	10.42	20.84
78" " " Pipe	14 Lin. Ft.	"	33.70	471.80
78" " " Bands	3 Each	"	46.00	138.00
12" Concrete Pipe	711 Lin. Ft.	"	0.85	604.35
18" " "	168 " "	" "	1.75	294.00
24" " "	57 " "	" "	2.55	145.35
36" " "	80 " "	" "	5.25	420.00
6" Perf. Drain Pipe	1,182.5 " "	" "	0.60	709.50
12" Corr. Metal Pipe	28 " "	" "	1.78	49.84
12" " " Bands	2 Each	"	1.78	3.56
Cement				6.00
Backfill Mat'l. in Drain	210 Cu. Yd.	"	3.20	<u>671.25</u>

3,629.76

Equipment Rental Owned	\$21,699.67
" " Hired	25,567.97
Gas, Oil & Grease	3,036.20
P.L. & P.D. Insurance	387.72
Bond	632.66
Explosives	227.87
Small Tools & Misc. Supplies	1,054.43
Home Office & General Overhead	2,530.64
Move In, Freight & Cartage	1,240.63
Lumber	<u>14.40</u>

56,392.19

Total Cost \$91,039.37

Noble Slough-Foster
Contract #3918

Remarks:

This was a "Federal Aid Project" for grading and paving 7.83 miles of highway roadbed on the Noble Slough-Foster Section of the Santiam Highway in Linn County.

The contract was bid and awarded on February 18th, 1953. Work started on March 30th, 1953, and was completed October 14th, 1953.

The clearing, grubbing, grading and installation of culvert pipe were subcontracted to Anliker & Robinson at bid prices. The subcontractor moved in a crew of six men and two power saws to do the clearing, and slashings were burned as it was cleared.

The grading was done with a $1\frac{1}{2}$ cu. yd. Northwest shovel, D-6 and D-7 cats and dozers, one TD-14 tractor and dozer, one 210 cu. ft. compressor, two jackhammers, two Model E-9 tournapulls, one #12 cat blade and three hired trucks. The excavation consisted of rock and dirt. The rock required drilling and blasting. Considerable difficulty was encountered due to the rock breaking large and heavy traffic and excess materials with limited space to dump the waste material. The subcontractor suffered a loss on the grading.

A crew of four men and a tractor with attachments installed the culvert pipe, which consisted of road approaches and extensions.

The contractor moved in and set up his 3,000# batch paving plant at the stockpile site on the premises of the Sweet Home Sand & Gravel Co., from whom they bought all of the aggregate. The 14,644 cu. yd. of 3"-0" gravel was hauled with an average of six 5 cu. yd. trucks and handled on the street with two #12 blades and one 10-ton, 3-wheeled roller. Very good progress was made on the base rock. The $\frac{3}{4}$ "-0" base material was hauled with an average of three 5 cu. yd. trucks.

The contractor started producing asphaltic concrete July 17th, 1953, and completed August 22nd, 1953. A total of 18,487 tons of asphaltic concrete was produced in 207 hours operating time, for an average of 89 tons per hour, which was fair production considering the wet weather and minor plant repairs, road approaches and heavy traffic.

The contractor had good bid prices, supervision and equipment, realizing a fair profit on the gravel and the asphaltic concrete, but the subcontractor suffered a small loss on the grading.

Oscar Cutler
Chief Cost Analyst

By . . George Kayser

RECEIVED
MAY 28 1954
FOR FILING

F-196(17)
2718

May 27, 1954

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3918 for work performed on the Noble Slough-Foster Section of the Santiam Highway in Linn County was completed by the contractor, Warren Northwest, Inc., on October 14 and was formally accepted by the Highway Commission on October 29, 1953.

Final payment in the amount of \$4,797.87 will be released to the contractor on or after June 7, 1954. The total contract amount is \$231,190.21, of which amount \$1,434.12 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

5-27-54

RECEIVED
DEC 22 1953
FOR FILING

F-176(11)
2918

December 21, 1953

United States Guarantee Company
90 John Street
New York 7, N.Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds heretofore retained by the Commission on contract No. 3918, covering the Noble Slough-Foster Section of the Santiam Highway in Linn County.

This payment, in the amount of \$10,606.59, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of \$6,851.36. The present payment will be released on or after December 31, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RM

cc - United States Guarantee Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

12-21-53

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 24, 1953, 19

Section Noble Slough-Foster Kind of work Grading & paving
 Highway Santiam Section prefix 22-1047
 Contractor Warren Northwest Inc. Contract number 3918
 Date of contract April 13, 1953, 19 Date of completion Oct. 15, 1953, 19
 Date work started March 30, 1953, 19 Estimated date of completion _____, 19
 Amount of contract \$226,364.24 Per cent of time elapsed 100 %
 Estimated cost of completed project, exclusive of engineering \$248,000
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 18,500/ 17,329.32 107 % Date project was completed Oct. 14, 1953, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work completed. Draftsman and transitman working on final earthwork quantities.
One day recrosssection in Narrows.
Expect to complete final about Dec. 1

NOTED
FORREST COOPER

Signed [Signature]Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed	SEE FINAL REPORT TO ACCOMPANY SEMI-FINAL ESTIMATE.				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FOR FILING
COMMISSIONERSBEN R. CHANDLER, CHAIRMAN
COOS BAYCHAS. H. REYNOLDS, MEMBER
LA GRANDEM. K. MCIVER, MEMBER
PORTLANDH. B. GLAISYER
SECRETARYOREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 23, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEERW. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.C. W. ENFIELD
CHIEF COUNSEL

Oregon State Highway Commission

NOTED
W. C. WILLIAMS

Gentlemen:

We have four construction projects either finished or now being finished, on which the project authorization has been exceeded in excess of the five per cent limit established by the Commission.

The four projects and reasons for overrun of project authorizations are as follows:

Noble Slough-Foster Section of the
Gentien Highway, Contract No. 3718:

This project apparently will overrun approximately \$25,000, which is an eight per cent overrun of the project authorization. This overrun was caused solely by a slide of considerable magnitude which occurred in the narrow canyon section of the project and resulted in excess excavation items, plus haul, in the approximate amount of the overrun.

Middle Unit, Needsport-Dean Creek Section of the
Umpqua Highway, Contract No. 3752:

There is an anticipated overrun of the project authorization in the amount of \$22,000, which is a 6.15 per cent overrun of the authorization. This overrun again was caused mainly by slides, which, while of a small nature, considerably increased the cost of excavation and haul. There actually was an overrun of approximately \$29,000 in excavation items, but some saving on other items, including about \$4,000 in engineering, reduces the total overrun to the above-mentioned \$22,000.

Winchester Bay-Clear Lake Unit of the
Oregon Coast Highway, Contract No. 3526: 36.56

The project authorization will apparently overrun in an amount of approximately \$67,000, which is an approximate eight per cent overrun of the authorization. This overrun again is occasioned almost entirely by excess excavation items and haul occasioned by slide conditions. The total amount of excavation items bid on was \$428,000, whereas the actual cost of the materials necessary to move was \$491,000, which is an increase of \$63,000.

October 23, 1953

Water Street-Commercial Street Unit, Center Street
Bridge Project in Salem, Contract No. 343:

Unanticipated items encountered during construction, principally necessary for additional pavement required to obtain satisfactory curb radius, resulted in an overrun of \$5,000. This is a small amount of money, but as it was a small project the overrun is in excess of the Commission's limit.

This matter will be on the next agenda, and it is respectfully requested that the project authorizations be increased as follows:

Noble Slough-Foster - - - - -	\$25,000
Keedysport-Dean Creek - - - - -	22,000
Winchester Bay-Clear Lake Unit - - - - -	67,000
Water Street-Commercial Street Unit, Center Street Bridge Project, Salem - - -	5,000

We are doing everything we can to decrease these overruns, but most of them are impossible to eliminate. Fortunately we have underruns of considerable magnitude which more than offset the overruns.

For your information I attach hereto a listing of projects recently completed or now being completed which show an aggregate underrun of the project authorizations of slightly in excess of \$388,000.

Very truly yours,


M. H. Baldeck
State Highway Engineer

Enclosure

RECEIVED
F-170(17)
3918

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1953

SUBJECT:

To:

Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith the best estimate available of the costs
on the Noble Slough-Foster project in Linn County.

Project Authorization (Less Eng.)	Est. Cost (Less Eng.)
\$226,364.24	\$248,000.00

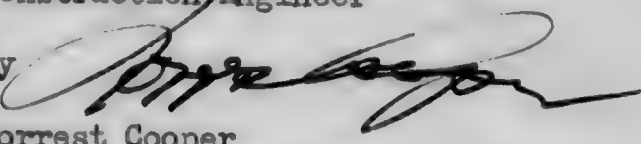
Eng. Allowance	Est. Cost
\$17,329.32	\$20,000.00

Totals \$243,693.56	\$268,000.00
---------------------	--------------

Principle cause of overrun on this job was slides.

Very truly yours,

H. G. Smith
Construction Engineer

By 
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc J. D. Walker
S. F. Walters

RECEIVED
OCT 21 1953
FOR FILING

F-111-61
3919

October 16, 1953

Mr. C. O. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 14, 1953 on Contract No. 3918, Noble Slough-Foster Section in Lion County, in connection with Federal Aid Project No. 3-196 (17).

Very truly yours,

R. J. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

c.c.: John Cottrell

RECEIVED
SEP 1 1953
FOR FILING

4-176 (17)
2917

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1953

SUBJECT: Assignment No. 4412

To:

Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Sir:

I hand to you herewith a letter from Resident Engineer Walters re the complaint of M. W. Black of Sweet Home for various items in connection with the placing of a spoil bank near his property.

I believe the matter is quite well covered by Walters' report.

It would seem that Mr. Black's contention that the fence was broken is incorrect, as Walters states that such is not the case. You will note also that Walters has changed the limits of the spoil bank slightly to protect the fence. Also it is anticipated that the drainage situation will be properly taken care of.

Walters has been instructed to try to satisfy Mr. Black's reasonable demands and we may so inform him.

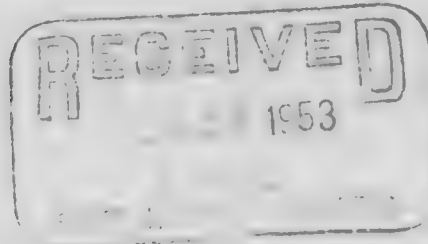
Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:js
Encl.



OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

22-1047

Albany, Oregon.

August 21, 1953

SUBJECT: Complaint—Mr. Black The Narrows-Santiam

To: Mr. J.D. Walker,
Division Engineer,
Salem, Oregon.

Dear Sir:

This morning, together with my inspector and Mr. Robinson, grading contractor, I called on Mr. Black and visited all sites in which he was interested.

I find that there has been no damage to Mr. Black's fence or property. Mr. Black is only apprehensive lest a rock might roll against his fence. I defined a line still farther away from his fence beyond which the contractor may not go.

We were aware of the drainage situation and intend to provide facilities to the end that there will be no stoppage of water that may back up on Mr. Black's property.

At the same time I took Mr. Black again over the haul road over his property and instructed the contractor in his presence what work would have to be done in the way of restoration. This was all agreeable to Mr. Black.

However, I have no hope whatever that he will be quieted. It is his avowed purpose to annoy and harass the Commission and the administrative engineers and the right of way division on a count of his fancied injury from the failure to exercise the option to acquire gravel from his property.

I have again asked him to contact me with his problems and told him to call me on the phone collect and I would get in immediate touch with him.

In the next few days we will be through with his haul road and I intend to restore to his satisfaction and will then ask that the right of way division get a release from him to get him out of our hair.

Very Truly Yours,

S.F. Walters
S.F. Walters,
Resident Engineer.

cc 2

Date: August 14, 1953

ASSIGNMENT

No. 441
By

Description: Letter from M. W. Black, Rt. 1, Box 3652, Sweet Home, Ore., 8-11-53, re our trucks dumping against his line fence on Noble-Slough-Foster Section of Santiam Hwy, also stoppage of drainage ditch.

Acknowledged by _____ Referred to Mr. H. G. Smith

Investigate and report with recommendation

XXX Investigation, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for _____

PLEASE RETURN TO

W. C. WILLIAMS

signature

953

Assignment executed 8-27-53 Report received _____

Remarks: Ret'd to 9/15/53 with report 8/27/53

Salem, Oregon

Gentlemen:

Noble-Slough-Foster Section
Santiam Highway

Your new waste dump also adjoins my property on the opposite side from previous dump. The trucks are now dumping against my line fence and if proper supervision is not maintained the fence will be broken down and covered. Already two places have been broken in the fence so it is not suitable for hogs. Please check this at once and properly supervise the dumping. Any broken fence we will expect to be replaced with new.

Also this dump next to our line stops the drainage ditch for the creek which runs full all winter and provision must be made for this runoff as well as the surface runoff from our property which uses the same chanell. If necessary we will allow you to dig the necessary ditch along our side of fence line for your greater convenience. The ditch would need to be about 250' to 300' if you are going to dump where it appears. Please have your representative look this over at your earliest convenience.

Thanking you kindly, I am,

Yours very truly,

M. W. Black

M. W. Black,
RFD 1 - Box 3652,
Sweet Home, Oregon



PLEASE RETURN TO
W. C. WILLIAMS

August 11, 1953

Oregon State Highway Department,
Salem, Oregon

Noble-Slough-Foster Section
Santiam Highway

Gentlemen:

Your new waste dump also adjoins my property on the opposite side from previous dump. The trucks are now dumping against my line fence and if proper supervision is not maintained the fence will be broken down and covered. Already two places have been broken in the fence so it is not suitable for hogs. Please check this at once and properly supervise the dumping. Any broken fence we will expect to be replaced with new.

Also this dump next to our line stops the drainage ditch for the creek which runs full all winter and provision must be made for this runoff as well as the surface runoff from our property which uses the same chanell. If necessary we will allow you to dig the necessary ditch along our side of fence line for your greater convenience. The ditch would need to be about 250' to 300' if you are going to dump where it appears. Please have your representative look this over at your earliest convenience.

Thanking you kindly, I am,

Yours very truly,

M. W. Black

M. W. Black,
RFD 1 - Box 3652,
Sweet Home, Oregon



RECEIVED
FOR FILING

FORM E-30 25M 9-51 82318

7-100 (4)
300

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENTAL CORRESPONDENCE
Salem, Oregon
August 26, 1953

To:

Mr. J. D. Walker
Division Engineer
OFFICE

SUBJECT:

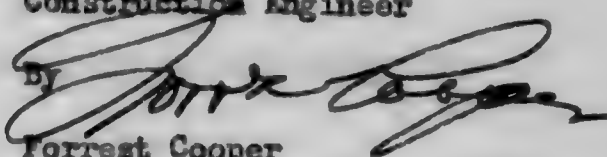
NOTE
W. C. WILLIAMS

Dear Sir:

Approval is granted for moving a section of the
Linn County Telephone Company lines (Station 1406+86 to
1423+22) on the Noble Slough-Foster Section, at an estimated
cost of \$2,158.00.

Very truly yours,

H. G. Smith
Construction Engineer

By 
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams ✓

RECEIVED
AUG 27 1953
FOR FILING

Lewis

F-196(17)
3917

August 25, 1953

Kling and Gronso
Shell Oil Distributors
Lebanon, Oregon

Gentlemen:

Thank you for your letter of August 24 in which you state that your claim against Anliker and Robinson in connection with work west of Sweet Home has been paid in full.

This is in connection with your previous letter of July 15 and our reply of July 16 concerning this claim against State Highway Contract No. 3918.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:md

NOTED ON CARD

8-25-53 *JK*

Lebanon, Oregon
August 24, 1953

3918

Oregon State Highway Commission
Salem, Oregon

Re: Anliker and Robinson

Dear Sirs:

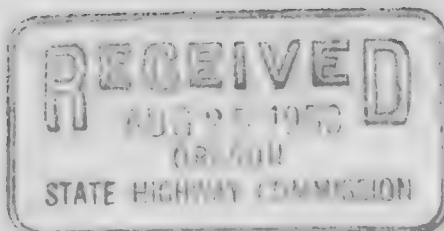
Concerning the above mentioned contractor which has the contract to do highway work from Foster, Oregon to about four miles west of Sweet Home, Oregon, on highway number 20 which we wrote to you some time ago requesting the name of the Bonding Company, because they owed us a bill for fuel used on the job.

This will notify you that the products that they have purchased directly from Kling and Gronso, have been paid for in full at this time. However there is a bill to Shell Oil Company, that I am not certain whether or not it has been paid, but Klinge and Gronso as such claim not further rights against Anliker and Robinson.

Very truly yours,

Kling and Gronso, Lebanon, Shell Distributors
By Walter L. Linn

KG/mw



8-24-53

8-24-53

RECEIVED
AUG 1 1953
FOR FILING

7195(17)
3/17

August 25, 1953

Mr. C. H. Wheeler, President
Santiam Lumber Company
Sweet Home, Oregon

Dear Sir:

I have delayed replying to your letter of July 21 relative to waste disposal area located on the property of the Santiam Lumber Company pending receipt of more facts on the case from the field. I am now advised that the Resident Engineer has contacted you and arrangements have been made to construct a shearwater higher upstream to counteract constriction of the river during flood stages. Should this not solve the conditions we will, of course, need to remove a portion of the waste disposal, should it cause damage to your property.

As the Resident Engineer advised you, we will, upon completion of the dump, install a pipe to care for drainage from the springs and put the road in satisfactory condition.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. J. D. Walker

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 24, 1953

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Department

Dear Sir:

The attached communication from the Santiam Lumber Company was referred to me.

I have made an effort to contact Mr. Wheeler personally but a meeting was difficult to arrange, as his headquarters are in Portland and he is only at the Sweet Home operation occasionally. However, Mr. Walters has met with him and has been over the waste area with him.

I also examined the area thoroughly with Mr. Walters. I find that the waste area was extended farther than originally contemplated toward the river; however, do not believe that it has seriously constricted the stream bed. The dump area was constructed carefully and is being finished with a good grade of top soil saved from the roadbed excavation for that purpose. It has transformed a low lying area to an excellent and valuable building site and to my mind has undoubtedly enhanced the value of the land.

Mr. Wheeler also has been assured that the access road, which, of course, suffered some damage from hauling operations, will be repaired.

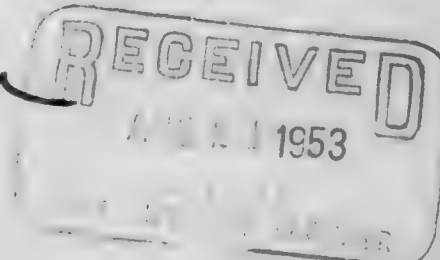
Provision is also made for a pipe across our grade to afford the area water from the springs which flow from the highway cut.

Also, as stated in Mr. Walters' letter, a shearwater higher up the stream is also being put in at his request. This is also advantageous to us as it provides a further disposal area.

Mr. Walters states that he believes Mr. Wheeler is satisfied with the plans outlined.

Yours very truly,

J. D. Walker
J. D. Walker
Division Engineer



JDW:AM

cc Mr. S. F. Walters
Mr. H. G. Smith

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

22--1047

C
O
P
Y

Albany, Oregon
Aug. 12, 1953

SUBJECT: Complaint--Santiam Lumber Co.-C.H.Wheeler
Waste Dump

To: Mr. J. D. Walker,
Division Engineer
Salem, Oregon.

Dear Sir:

I caught Mr. Wheeler just as I was leaving the Narrows. I talked to him a few minutes and made an appointment to go over the entire area with him tomorrow.

As Mr. Wheeler noted in his letter, he is concerned lest the dump as extended may constrict the river during flood stages to the end that the water level is raised at the Lodge. The idea of the proposed shear water that we are going to construct is to counteract this tendency.

It is no doubt my responsibility that this occurred, having been concerned with acquiring other areas for the disposal of surplus materials.

The information about the entrance roads etc. is being taken care of and Mr. Wheeler agrees that he would prefer to have this other work done after the contractor is through hauling, which will leave his property in much better shape.

Mr. Wheeler asks that should the water level be raised by reason of constricted flow due to the original dump, that a drag line be put in to remove a part of the material to keep his buildings from harm.

Very truly yours,

S. F. Walters,
Resident Engineer.

SANTIAM LUMBER COMPANY

SWEET HOME DIVISION

SWEET HOME, OREGON

July 21, 1953

REFERRED TO
Mr. Williams
BY SECRETARY

Oregon State Highway Department
Salem, Oregon

Gentlemen:

REFERRED TO
Mr. Williams
Oregon State Highway Department
Please prepare an answer on this. I know nothing about it.

This letter is written in regards to the road construction job west of Sweet Home on Highway 20, with particular emphasis on the Waste Disposal Area located on Santiam Lumber Company property. An inspection of this area has brought to light several facts which are quite disconcerting.

The agreement to permit dumping of waste was made in good faith and as a favor by Santiam, but we are of the firm opinion that the original terms of the agreement have not been kept by your people, and as a result we feel that a situation has now arisen which jeopardizes our property and residences east of the area.

According to the original agreement your people were to dump approximately 20,000 cubic yards of material in a prescribed area which we felt would not endanger our property, but now we find that the stakes which defined this area have been moved, without our consent or knowledge, so that the area has now been extended towards the river in such a manner that a very definite hazard exists. The dump has now narrowed the channel of the river to the extent that during high water there is a very dangerous possibility of water backing up and flooding our property.

In the past during the fall and spring rains the river has risen high enough to cause great concern and some damage, and now with the narrowing of the channel we feel that the odds of being flooded have risen to such an extent that we must voice our disapproval and look to you for corrective measures to ensure the safety of our property. It is our opinion that a portion of the dump should be moved or we shall be forced to hold you responsible for any damage resulting from high water caused by or attributed to the damming or backing up of water by the disposal dump.

Also in the original agreement your people were to maintain the entry road to Santiam's property, but during the major portion of the time, the road was practically impassable for passenger cars. Due to the fact that the road was abused more than originally intended and was not kept in repair in accordance with the agreement we feel that upon completion of the dump that the road should be properly ditched, culverts installed which will take care of seepage, and the road surface oiled or black topped.

SANTIAM LUMBER COMPANY

SWEET HOME DIVISION

SWEET HOME, OREGON

July 21, 1953

Page - 2

Oregon State Highway Dept

We have suffered the inconveniences without protest along with the fact that dust raised by trucks rolling over our road has worked undue hardship upon our caretaker.

We feel that we have more than lived up to our part of the bargain, and in consideration, we do not feel we are asking too much.

Very truly yours,

SANTIAM LUMBER COMPANY

By:

C. J. Wheeler

President



RECEIVED
AUG 27 1953
FOR FILING

Leuro

FD-196(17)
3117

August 25, 1953

United States Guaranty Company
90 John Street
New York 7, New York

Gentlemen:

We have received a letter from Kling and Gronso, distributors of Shell products in Lebanon, in which they write as follows:

"... This will notify you that the products that they have purchased directly from Kling and Gronso, have been paid for in full at this time. . ."

This is in reference to a claim filed in this office on July 15, 1953, in which they stated that Anliker and Robinson owed them \$700.00 for petroleum products furnished on State Highway Contract No. 3918 awarded to Warren Northwest, Inc., for grading and paving the Noble Slough-Foster Section of the Santiam Highway in Linn County.

This information is furnished as your company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:md

cc - Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

NOTED ON LHMW

8-25-53,5

RECEIVED

LINN COUNTY

TELEPHONE COMPANY



F-192(12)

August 24, 1953

4442

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Department
Mr. W. C. Williams, Assistant State Highway Engineer
Salem, Oregon

Dear Mr. Williams;

Attached is our statement covering the rebuilding and moving the section of telephone toll line in the Narrows, west of Sweet Home, as mentioned in our letter of July 27, 1953.

The attached statement is for the section of line between station 1400+00 and 1406+90.

We are at present moving another section of the same line between station 1406+90 and 1420+80 which I discussed with you on the phone last week. This work should be completed by August 28.

We have included the costs of moving the circuits belonging to the Oregon Electric Railway in the attached statement, as that work has also been completed by our crews, and considerable administrative work is avoided by combining.

Thanking you for your cooperation, I am.

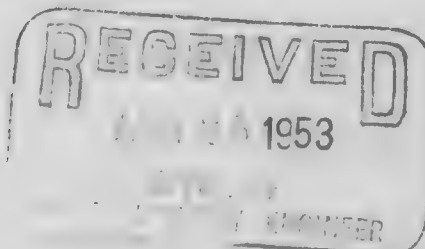
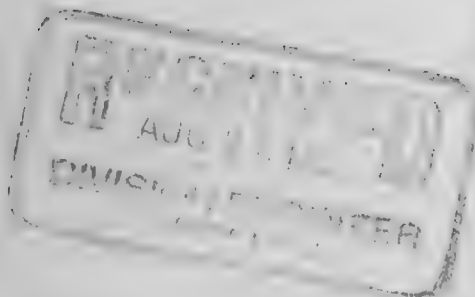
Very truly yours,

L. E. Scott, Manager

NOTED
W. C. WILLIAMS

LES/mag
attach.

NOTED
FORREST COOPER



Date: August 25, 1953

ASSIGNMENT

No. 4442
By

Description: Letter of August 24 by L. E. Scott, Manager of the Linn County Telephone Company attaching five copies of a Statement covering rebuilding and moving of a section of telephone toll line in the Narrows, west of Sweet Home.

Acknowledged by _____ Referred to _____ Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____

PLEASE RETURN TO
W. C. WILLIAMS
signature

Assignment executed 8-28-53 Report received _____
me

Remarks: Check and if OK process for payment. WCW

on O.E.R.R.

railroad on

O. E. R. R. R/W. Highway Station 1400+00 to 1406+90.

This above section of line was on the highway right-of-way when construction started, and was moved onto Oregon Electric property to clear grade stakes. Unforeseen ground conditions made it necessary for the Highway Department to make additional excavation due to slide conditions, and this statement is for moving the above section of line a second time.

Included in the above statement are charges for labor and material for three wires owned by Oregon Electric Railroad Company.

August 24, 1953

Statement

To: Oregon State Highway Commission
From: Linn County Telephone Company
Subject: Relocating present Linn County Telephone lines on O.E.R.R.
property to new location on northerly side of railroad on
O. E. R. R. R/W. Highway Station 1400+00 to 1406+90.

This above section of line was on the highway right-of-way when construction started, and was moved onto Oregon Electric property to clear grade stakes. Unforeseen ground conditions made it necessary for the Highway Department to make additional excavation due to slide conditions, and this statement is for moving the above section of line a second time.

Included in the above statement are charges for labor and material for three wires owned by Oregon Electric Railroad Company.

	POLES	UNIT PRICE	AMOUNT
2	25' P. T. Class 5	10.25	20.50
4	40' P. T. Class 5	27.66	110.64
1	45' P. T. Class 3	38.50	38.50
1	50' P. T. Class 3	48.62	48.62
1	55' P. T. Class 2	62.06	62.06
11	Anchors, 3" expanding	1.40	15.40
11	anchor rods	1.74	19.14
5	4 X 6 X 16 crossarms	2.89	14.45
4	16 pin crossarms	2.89	11.56
64	Crossarm pins	.063	3.96
8	Crossarm braces	.468	3.74
2	Alley arm braces	9.00	18.00
56	#42 insulators	.164	9.18
60	Chance D. E. Brackets	.24	14.40
60	Chance D. E. Insulators	.144	8.64
8	Screw-type steel pins	.313	2.50
675'	5/16" D6 Strand	.045	30.37
966'	1/2" Messenger strand	.035	33.81
6	Transposition bracket-physical	.89	5.34
1	Transposition Bracket-phantom	3.31	3.31
12,560'	.104 copper wire	.01	125.60
960'	26 pair Ankoseal cable	.254	243.24
4	Suspension clamps	.70	2.80
24	3 bolt clamps	.88	21.12
11	5/8 X 10 A. E. bolts	.61	6.71
3	5/8 X 12 Machine bolts	.28	.84
1	5/8 X 14 Machine bolts	.32	.32
4	5/8 X 20 Machine bolts	.537	2.14
2	1/2 X 5 Machine bolts	.094	.19
11	2 hole lift plate	.245	2.69
11	4" curved washer	.249	2.73
38	2 1/2" square washer	.06	2.28
4	5/8 X 16 DA bolt	.49	1.96
4	5/8 X 20 DA bolt	.537	2.14
30	3/8 X 5 carriage bolts	.062	1.86
20	4 1/2" lag screws	.085	1.70
22	5/16" service clips	.038	.83
36	3/8 X 4 1/2 carriage bolts	.062	2.23
1	11 pair Ankoseal terminal	14.50	14.50
1	Ground, complete unit	3.47	<u>3.47</u>
			\$914.07

	AMOUNT	TOTAL
Materials		914.07
Construction labor of new line	598.65	
Salvage labor of existing line	49.57	
Surveying new line	16.02	
Highway crossing permit	5.00	
Transportation	25.25	
Tool expense 2%	29.35	
Stores expense 2%		
Insurance	33.19	
	<u>734.34</u>	734.34
<u>O. E. R. R. Circuits</u>		
Labor 21½ hours	41.00	
Transportation	7.25	
Insurance	2.22	
Tool expense	2.08	
2,430 #9 copper wire @.013	31.59	
18 #42 insulators @.17	3.06	
15 Chance D. E. brackets @.24	3.60	
15 Chance D. E. insulators @.144	2.16	
	<u>91.56</u>	<u>91.56</u>
		1,789.97
<u>Salvage</u>		
1 35' FTF pole 15.00	15.00	
2 25' FTF poles 9.00	18.00	
2 16 pin X-arms complete 6.36	12.72	
33 #42 insulators .164	5.41	
	<u>50.13</u>	
	TOTAL	<u>1,733.34</u>

S. Walters
22-1047-285

APPROVED

Asst Construction Engineer

RECEIVED
FOR FILING

F-196 (17)

Ballou

Lebanon, Oregon
August 24, 1953

Oregon State Highway Commission
Salem, Oregon

Re: Anliker and Robinson

Dear Sirs:

Concerning the above mentioned contractor which has the contract to do highway work from Foster, Oregon to about four miles west of Sweet Home, Oregon, on highway number 20 which we wrote to you some time ago requesting the name of the Bonding Company, because they owed us a bill for fuel used on the job.

This will notify you that the products that they have purchased directly from Kling and Gronso, have been paid for in full at this time. However there is a bill to Shell Oil Company, that I am not certain whether or not it has been paid, but Kling and Gronso as such claim not further rights against Anliker and Robinson.

Very truly yours,

Kling and Gronso, Lebanon, Shell Distributors

By /s/ Wenlon Gronso.

KG/mw

(No. 3918)

NOTED
State Highway Engineer

601

RECEIVED
AUG 3 - 1953
FOR FILING
FORM E-30 25M 9-51 92319

F-196(17)
3918

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1953

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
Department

NOTED
FORREST COOPER

Dear Sir:

On the Noble Slough-Foster job a slide of some considerable dimensions has been encountered in excavating cuts in the area between Stations 1400 and 1419.

Breaks have occurred a considerable distance above cut slopes. Additional right of way will not be needed, as a wide strip was purchased here. Relocation of telephone lines is involved.

It is difficult at this time to arrive at an intelligent estimate of the additional yardage that will have to be removed and of the cost of drainage; however, it is our hope that costs can be held down to less than 5 per cent above the contract amount.

Yours very truly,

J. D. Walker
Division Engineer

JDW:AM
cc Mr. S. F. Walters

U. 110 895
State Oregon
Project No. P-196(17)

Federal Aid

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of July, 19 53,
by and between The Oregon State Highway Commission

_____, constituting
_____,
for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public
Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the
act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary
thereto:

Whereas the Highway Department of said State submitted on the 16th day
of October, 19 52, a program, which was approved on
the 3rd day of November, 19 52, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the admin-
istration of the act, has furnished surveys, plans, specifications, and/or estimates for said project
which were recommended for approval by the District Engineer of the Bureau of Public Roads on
the 3rd day of February, 19 53; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans,
specifications, and/or estimates, and the sum of ninety thousand and 00/100

dollars (\$ 90,000.00) as the share of the United States payable under said act on account of said
project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost
thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully per-
formed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby
mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920;

Chapter 529, Laws 1939.

(Include date and citation of

act of legislature by which authorized)

(b) From other sources _____

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1231+50 in the SW 1/4, Section 10, T. 13 S., R. 1 W.,

W.M., and survey station 1497+20 in the NW 1/4, Section 31, T. 13 S., R. 1 E.,

W.M., in Sweet Home, without exception,

_____, length 5.045 miles, in Linn County,
being Oregon Federal Aid project No. F-196(17), consisting of 5.045 miles of
roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____
ninety thousand and 00/100
 dollars (\$ **90,000.00**), which does not exceed the authorized Federal pro rata share of _____
one hundred fifty-five thousand, two hundred ninety-seven and 78/100
 dollars (\$ **155,297.78**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____
the State Treasurer
(Official or depository)
 hereby designated by the Highway Department for that purpose and authorized under the laws of said
Oregon
 State to receive public funds of the State of _____
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____
(Include reference to statute authorizing
Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

W. H. [Signature]
 SECRETARY
W. H. [Signature]

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Ben R. [Signature]
 Chairman, State Highway Commission

(Title of officer)

By

Charles H. [Signature]
 Member, State Highway Commission

(Title of officer)

By

M. J. [Signature]
 Member, State Highway Commission

(Title of officer)

By

(Title of officer)

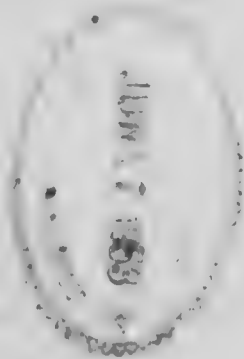
By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

[Signature]
 Acting Division Engineer,
 Bureau of Public Roads.



Oregon State Highway Department

Federal Aid Project
No. 7-196 (17)

MOBILE SLOUGH-SWEET HOME SECTION
OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1953

Type Code 6201
Outside City (Sta. 1231.50 to 1473.13) (Contract No. 3926)

All Required	Clearing and Grubbing (60%)		\$ 3,913.20
1 Only	Removal of Catch Basin	\$ 25.00	25.00
160 Cu. Yds.	Structural Excavation, Unclas- sified	3.00	480.00
39,000 Cu. Yds.	General Excavation, Unclas- sified	0.54	21,060.00
240,600 Yd. Stas.	Short Overhaul	0.02	4,812.00
16,000 C-Yd. Stas.	Long Overhaul	0.40	6,400.00
4.59 Miles	Finishing Roadbed & Slopes	300.00	1,377.00
60 Lin. Ft.	12-inch Concrete Pipe	2.00	120.00
100 Lin. Ft.	18-inch Concrete Pipe	3.50	350.00
30 Lin. Ft.	24-inch Concrete Pipe	4.75	142.50
40 Lin. Ft.	30-inch Concrete Pipe	7.00	280.00
970 Lin. Ft.	Salvaging Culvert Pipe	2.00	1,940.00
1 Only	Concrete Catch Basin	85.00	85.00
6,300 Cu. Yds.	3" - 0 Material in Base	1.60	10,080.00
5,200 Cu. Yds.	3/4" - 0 Material in Base and Shoulders	2.60	13,520.00
290 M-Gals.	Sprinkling	2.25	652.50
80 Cu. Yds.	3/4" - 0 Material in Binder Course	4.50	360.00
36 Tons	Furnishing & Placing RS-2 Emulsified Asphalt	45.00	1,620.00
10,400 Tons	Class "B" Asphaltic Concrete	5.75	59,800.00
Subtotal			\$127,017.20
10% Engr. & Cont.			12,701.72
Total			\$139,718.92

Length of Roadway 4.590 Miles
Cost per Mile \$30,439.85

Type Code 6201

Inside City of Sweet Home (Sta. 1473+13 to Sta. 1497+20)

(Contract No. 3918)

All Required	Clearing and Grubbing (5%)		\$ 326.10
20 Cu. Yds.	Structural Excavation, Unclassified	\$ 3.00	60.00
5,400 Cu. Yds.	General Excavation, Unclassified	0.54	2,916.00
0.46 Mile	Finishing Roadbed and Slopes	300.00	138.00
10 Lin. Ft.	12-inch Concrete Pipe	2.00	20.00
20 Lin. Ft.	24-inch Concrete Pipe	4.75	95.00
130 Lin. Ft.	Salvaging Culvert Pipe	2.00	260.00
800 Cu. Yds.	3" - 0 Material in Base	1.60	1,280.00
500 Cu. Yds.	3/4" - 0 Material in Base and Shoulders	2.60	1,300.00
30 M-Gals.	Sprinkling	2.25	67.50
10 Cu. Yds.	3/4" - 0 Material in Binder Course	4.50	45.00
4 Tons	Furnishing and Placing BS-2 Emulsified Asphalt	45.00	180.00
1,300 Tons	Class "B" Asphaltic Concrete	5.75	7,475.00
Subtotal			\$ 14,162.60
10% Engr. & Cont.			1,416.26
Total			\$ 15,578.86

Length of Roadway 0.455 Mile
Cost per Mile \$34,239.25

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Outside City	\$139,718.92	\$80,972.00	\$58,746.92
Inside City	15,578.86	9,028.00	6,550.86
	\$155,297.78	\$90,000.00	\$65,297.78

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-196 (7)

(17)

NOBLE SLOUGH-SWEET HOME SECTION
OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 2, 1953

Type Code 6201

Outside City (Sta. 1231+50 to Sta. 1473+13)

All Required	Clearing and Grubbing (60%)		
1 only	Removal of Catch Basins	\$ 30.00	\$ 600.00
160 cu.yd.	Structural Excavation, Unclassified	3.00	30.00
39,000 cu.yd.	General Excavation, Unclassified	0.70	480.00
240,600 yd.sta.	Short Overhaul	0.02	27,300.00
16,000 C-yd.sta.	Long Overhaul	0.50	4,812.00
4.59 mile	Finishing Roadbed and Slopes	200.00	8,000.00
60 lin.ft.	12-inch Concrete Pipe	2.00	918.00
100 lin.ft.	18-inch Concrete Pipe	3.50	120.00
30 lin.ft.	24-inch Concrete Pipe	4.75	350.00
40 lin.ft.	30-inch Concrete Pipe	7.00	142.50
970 lin.ft.	Salvaging Culvert Pipe	2.00	280.00
1 only	Concrete Catch Basins	85.00	1,940.00
6,300 cu.yd.	3" - 0 Material in Base	1.50	85.00
5,200 cu.yd.	3/4" - 0 Material in Base and Shoulders	2.50	9,450.00
290 M-gal.	Sprinkling	3.00	13,000.00
80 cu.yd.	3/4" - 0 Material in Binder Course	3.50	870.00
36 ton	Furnishing and Placing HS-2 Emulsified Asphalt	45.00	280.00
10,400 ton	Class "B" Asphaltic Concrete	6.00	1,620.00
			<u>62,400.00</u>
	Subtotal		\$132,677.50
	10% Engr. & Cont.		<u>13,267.75</u>
	Total		\$145,945.25
	Length of Roadway	4.590 Miles	
	Cost per Mile	\$31,796.35	

Type Code 6201

Inside City of Sweet Home (Sta. 1473+13 to Sta. 1497+20)

All Required	Clearing and Grubbing (5%)		
20 cu.yd.	Structural Excavation, Unclassified	\$ 3.00	\$ 50.00
5,400 cu.yd.	General Excavation, Unclassified	0.70	60.00
0.46 mile	Finishing Roadbed and Slopes	200.00	3,780.00
10 lin.ft.	12-inch Concrete Pipe	2.00	92.00
20 lin.ft.	24-inch Concrete Pipe	4.75	20.00
			<u>95.00</u>

130 lin.ft.	Salvaging Culvert Pipe	\$ 2.00	\$ 260.00
800 cu.yd.	3" - 0 Material in Base	1.50	1,200.00
500 cu.yd.	3/4" - 0 Material in Base and Shoulders	2.50	1,250.00
30 W-gal.	Sprinkling	3.00	90.00
10 cu.yd.	3/4" - 0 Material in Binder Course	3.50	35.00
4 ton	Furnishing and Placing RS-2 Emulsified Asphalt	45.00	180.00
1,300 ton	Class "B" Asphaltic Concrete	6.00	7,800.00
	Subtotal		\$ 14,912.00
	10% Engr. & Cont.		<u>1,491.20</u>
	Total		\$ 16,403.20

Length of Roadway 0.455 Mile
Cost per Mile \$36,050.98

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Outside City	\$145,945.25	\$80,907.00	\$65,038.25
Inside City	<u>16,403.20</u>	<u>9,093.00</u>	<u>7,310.20</u>
	\$162,348.45	\$90,000.00	\$72,348.45

NOBLE SLOUGH-SWEET HOME SECTION

PROJECT NO. F-196 (17)

While negotiations for rights of way are in progress, ten parcels have not been acquired, but it is now believed that all necessary rights of way or rights of entry can be made fully available within 15 days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 2, 1953

NOBLE SLOUGH-SWEET HOME SECTION

PROJECT NO. F-196 (17)

While negotiations for rights of way are in progress, ten parcels have not been acquired, but it is now believed that all necessary rights of way or rights of entry can be made fully available within 15 days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 2, 1953

OPER

ON

RECEIVED
JUL 30 1953
FOR FILING

FORM F-30 25M 9-51 62314

F-1965-2)
3918

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

~~Salem, Oregon~~
July 29, 1953

4377

To:

Mr. J. D. Walker
Division Engineer
Office

SUBJECT:

Dear Sir:

I have an assignment from Mr. Williams, number 4377, which has to do with moving of a telephone line that is owned by the Linn County Telephone Company and located on the Noble Slough-Foster Section of the Santiam Highway.

I believe that you are familiar with this matter and it is my understanding that the State has agreed to move these poles. Will you please see that the matter is taken care of and that proper bills and payrolls are submitted in sufficient detail to allow the Auditing Department to make an intelligent audit.

Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams ✓

OPER

ON

ASSIGNMENT

No. 4377
By Wey

Date: July 28, 1953

Description: Letter from L. E. Scott, Mgr., Linn County Telephone Company, dated July 27, re moving of their telephone lines onto private property due to highway construction west of Sweet Home.

Acknowledged by _____ Referred to -- Mr. H. G. Smith --

Investigate and report with recommendation

~~Investigate and report~~ such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for _____ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed July 29-53 Report received _____

Remarks: Billing will have to be supported by detail listing of costs

Walker notified to secure billing
after.

LINN COUNTY TELEPHONE COMPANY



July 27, 1953

Oregon State Highway Department
ATTENTION: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Gentlemen:

Thank you for your letter of July 7, 1953, regarding moving of our telephone lines on private property, due to highway construction west of Sweet Home, on the Santiam Highway.

NOTED

Total costs of moving this section of the line, which is approximately opposite station 1400 to station 1408, is as follows:

Linn County Telephone Company portion	\$1,787.10
Oregon Electric Railway portion	179.13
TOTAL	\$1,966.23

Some time ago when I handed Mr. Walters the job order estimate for moving this section of line, it did not include the cost of moving the portion which belongs to the Oregon Electric Railway. This portion consists of three copper conductors, and the supporting insulators, etc., which are carried on Linn County Telephone Company poles.

NOTED
FORREST COOPER

As we have completed this portion of the job for the Railway Company, I am including it in the total amount due, and we shall remit that portion to the Railway Company for material which they furnished.

Hoping the above arrangement meets with your approval, I am.

Very truly yours,

A handwritten signature in cursive script, appearing to read "L. E. Scott".

L. E. Scott, Manager

LES/mag

c.c.: Mr. W. P. Garrett
Right of Way and Tax Agent
Spokane, Portland, and Seattle Railway
1101 N. W. Hoyt St.
Portland 7, Oregon



RECEIVED
FOR FILING

3918

July 16, 1953

Kling and Gronso
Shell Oil Distributor
Lebanon, Oregon

Gentlemen:

This letter is in reply to yours of July 15 in which you state that you have sold a sizable amount of products to Anlicker and Robertson on the road widening job from Foster to a point west of Sweet Home.

We believe that the job to which you refer is our Contract No. 3918, awarded to Warren Northwest, Inc., for grading and paving the Noble Slough-Foster Section of the Santiam Highway in Linn County. Anlicker and Robertson are most likely operating as subcontractors under Warren Northwest. The United States Guarantee Company through Rodgers Insurance Agency, Inc., 803 Title and Trust Building, Portland 4, furnished the bond for this contract.

The State does not recognize subcontractors on the job, but looks to the principal contractor for the satisfactory completion of the contract and payment of all bills incurred on the job, and the bond furnished with the contract is for that purpose.

We will advise the surety and Warren Northwest that your claim has been received and also note it in our records.

If you feel it necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. Attached is an excerpt from the Oregon Laws outlining the filing procedure.

This contract is scheduled for completion on October 15, 1953.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

FAQ:md
Attach.

7-16-53

Lebanon, Oregon
July 15, 1953

3118

Oregon State Highway Commission
Salem, Oregon

RE: Road widening job from Foster to
West of Sweet Home, Oregon on #20

Dear Sirs:

As we understand it, all jobs for the Oregon State Highway Commission that are done by contract are covered by a bond in which the bondsman agrees to see not only the job is completed successfully but also that all of the bills connected with the job are paid.

We are the Shell Oil Distributors for the Lebanon-Sweet Home area and we have sold a sizeable amount of products to Anliker and Robertson who are doing the above mentioned work and the account amounts to some-place in the neighborhood of \$700.00 at this time and it all past due.

Therefore, will you be so kind as to inform us, whether or not there is a bond filed that would protect us on this job and if so, the name of the bonding company, in order that we may give them prompt notice.

Very truly yours,



Wendell Gronso
Kling and Gronso, Shell Oil Distributor

WEG/js

RECEIVED
JUL 16 1953
FOR FILING

Lewis

F-171(11)
3118

July 16, 1953

United States Guarantee Company
90 John Street
New York 7, New York

Gentlemen:

We have received a letter from Kling and Gronso, Shell Oil Distributors of Lebanon, in which they state that Anlicker and Robertson owe them approximately \$700.00 for products furnished on the road widening job from Foster to west of Sweet Home. Apparently they refer to State Highway Contract No. 3218, awarded to Warren Northwest, Inc., for work on the Noble Slough-Foster Section of the Santiam Highway in Linn County, and it may be that Anlicker and Robertson have been acting as subcontractors on this job.

This information is provided as your Company appears as surety on the bond furnished with Contract No. 3218.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md

cc - Rodgers Insurance Agency, Inc.
803 Title and Trust Building
Portland 4, Oregon

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

NOTED ON CARD

7-16-53

RECEIVED

FOR FILING

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY



OREGON

STATE HIGHWAY DEPARTMENT

SALEM

July 15, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Mr. W. P. Garrett
Right of Way & Tax Agent
Spokane, Portland & Seattle Ry. Co.
1101 N. W. Hoyt Street
Portland, Oregon

File No. 19775
Noble Slough-Foster Section
South Santiam Highway

Dear Mr. Garrett:

Linn County Telephone and Telegraph Company gave the State Highway Commission an estimate of \$1,780.10 as the cost of moving their telephone line due to slides on the Noble Slough-Foster Section of the Santiam Highway. Mr. W. C. Williams, Assistant State Highway Engineer, by letter of July 7, 1953, authorized the company to move the lines.

Will you on the basis of the authority as per copy of letter attached transfer the deeds from the Oregon Electric Railway Company to this office so that we can proceed to close the transaction between the Oregon Electric Company and the State Highway Commission.

To date we have also been unable to close our transaction with James Stock and William R. Horner who were occupying portion of the Oregon Electric Railway Company's property needed by the highway.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

KARL F. SALING
Right of Way Office Mgr.

EFS/bdr

cc: W. C. Williams
cc: H. G. Benson

C
O
P
Y



COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

SALEM
July 7, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Linn County Telephone Company
Lebanon, Oregon

Gentlemen:

This is your authority to move your telephone line opposite Station 1400 to Station 1408 on the Noble Slough-Foster Section of the Santiam Highway.

The necessity for the movement of your line, which is on private right of way, has been occasioned by a slide which involved the property outside our right of way.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

RECEIVED
JUL 11 1953
FOR FILING

F-126(7)
3918

July 7, 1953

Linn County Telephone Company
Lebanon, Oregon

Gentlemen:

This is your authority to move your telephone line opposite Station 1400 to Station 1408 on the Noble Slough-Foster Section of the Santiam Highway.

The necessity for the movement of your line, which is on private right of way, has been occasioned by a slide which involved the property outside our right of way.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. J. D. Walker

HGS: fp

OREGON STATE HIGHWAY DEPARTMENT

22-1047

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 3, 1953

SUBJECT:

To: Mr. H. G. Smith,
Construction Engineer,
Department.

Dear Sir:

During construction of the Noble Slough-Foster Section of the South Santiam Highway, it has developed that a section of telephone line owned by the Linn County Telephone Company must be moved.

Necessity for moving of the line, which is on private right of way, was occasioned by a slide encountered between Stations 1400 and 1408. Movement of ground has occurred above our right of way and the telephone line is affected.

Attached is an estimate of cost prepared by Linn County Telephone Company. Will you please provide them with authority to bill us for the work.

Yours very truly,

J. D. Walker,
Division Engineer.

JDW:AM

LIAN COUNTY

TELEPHONE COMPANY

Lebanon, Oregon



June 29, 1953

Oregon State Highway Department
% S.F. Walters
Box 324
Albany, Oregon

To: Moving phone line - station 1400&00 - 1408&00 -
Foster section - Santiam Highway

Total Labor and Materials \$1,787.10

RECEIVED
MAY 6 1953
FOR FILING

F-170611
3918

May 5, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3918, which was awarded to you on April 13, 1953 by the State Highway Commission, for grading and paving on the Noble Slough-Foster Section of the Santiam Highway in Linn County.

An executed copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1953

SUBJECT:

To:

Mr. J. D. Walker
Division Engineer
State Highway Department
Office

NOTE
W. C. WILLIAMS

Dear Sir:

The subcontract between Warren Northwest, Inc., and Anliker and Robinson covering Items 1 to 15, inclusive, on the Noble Slough-Foster Section, Contract No. 3918, Ore. F-196 (17), is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Incls.

cc

C. G. Polk (2)
W. C. Williams

RECEIVED
APR 22 1953
FOR FILING

F-196(17)
3918

April 21, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 30, 1953, on Contract No. 3918, Noble Slough-Foster Section, in connection with Federal Aid Project No. F-196 (17).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

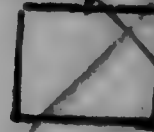
W. C. Williams
Assistant State Highway Engineer

DBP/sja

RECEIVED
APR 11 1953
FOR FILING

111611
27.1

AGENDA
APR 8 1953



April 13, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

AGENDA
MAY 18 1953

3C-1

Continued

The State Highway Commission on February 18 accepted your proposal to perform grading and paving work on the Noble Slough-Foster Section of the Santiam Highway west and east of Sweet home in Linn County for the sum of \$216,616.50, and on the same day awarded Contract No. 3918 to you subject to clearance of right of way and concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone conversation of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

cc - Mr. W. M. Franzen
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

E. R.

RECEIVED
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-196(17)

April 13, 1953

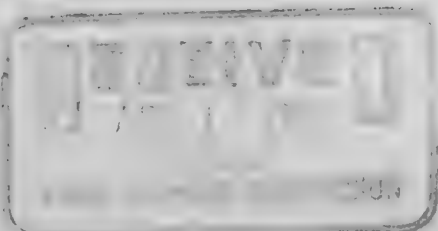
Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of this date advising that all rights of entry have been acquired for Oregon Project F-196(17), Noble Slough-Foster Section of the Santiam Highway, we hereby concur as of this date in award of contract No. 3918 to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of \$216,616.50 at the February 18, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer



RECEIVED
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

E-196(17)

April 13, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of this date advising that all rights of entry have been acquired for Oregon Project E-196(17), Noble Slough-Foster Section of the Santiam Highway, we hereby concur as of this date in award of contract No. 3918 to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of \$216,616.50 at the February 18, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED

SP

RECEIVED

FOR FILING

171
2718

April 13, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grade widening and paving on the Noble Slough-Foster Section of the Santiam Highway in Linn County, Project P-196 (17), to Warren Northwest, Inc., of Portland, Oregon, on the basis of the bid of \$216,616.50 submitted on February 18, 1953.

All rights of entry required for this contract have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
FEB 20 1953
FOR FILING

Count
100
100
100

F-100-11

February 19, 1953

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on February 18, 1953 accepted your bid in the amount of \$216,616.50 for grading and paving of the Noble Slough-Foster Section of the Santiam Highway in Linn County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

al
encl.

cc: H. G. Smith
S. H. Probert
W. M. Franswa SIAC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

February 12, 1953

7-196(17) Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

2-3

Re: Oregon F-196(17) Noble Slough-Foster
Section of the Santiam Highway

Dear Sir:

Enclosed are approved P. S. & E. documents for the above project. Division office approval was made with reluctance because of the short vertical curves provided at stations 1266+50 and 1281+50. These are the same vertical curves discussed with your department both verbally and by letter during our review of the project papers prior to authorizing advertising. In connection with this matter we quote from Mr. Lynch's letter to the Commissioner:

"The enclosed P. S. & E. documents have been approved with considerable reluctance because of the substandard vertical curves at 1266+60 and 1281+50. We agree with the District Engineer that the dangerous sight distance involved here should be improved. This may be accomplished by relocation of the county road at 1267 as sketched with red pencil on plan sheet No. 4. Another and probably better solution would be to provide four lanes from about 1260 to 1288. These additional passing lanes would make the through road safer but would not reduce the danger inherent in an intersection in such a blind spot as 1267+. Traffic on this intersecting county road will be light, but it presumably will continue to be used by traffic to and from the school shown on the title sheet in the northeast corner of Section 22.

Because of the objections presented in the attached letter dated February 3, 1953, by State Highway Engineer Baldock, we have not insisted upon changes. We are, however, satisfied that under the present plans hazards are being built into this highway that should not exist. If you think the above suggested or similar changes should be made, please so advise and we will make further representations to the State. Any necessary changes can be made by work order subsequent to award."

NOTED
W. C. MILLER

February 12, 1958

-2-

R. H. Baldoek

You will note that should our Washington office object to these two short vertical curves, further representations will be made to you for their correction under a work order subsequent to award of contract.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

February 3, 1953

Concl
Fed Aid
Proj & Proj
7-196(17)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

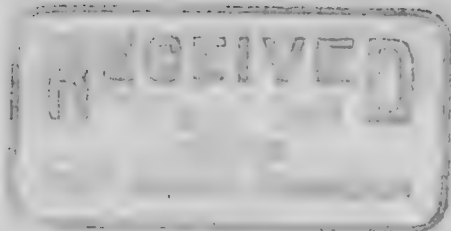
P. S. and E. documents for Oregon Project F-196(17), Noble Slough-Foster Section of the Santiam Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer



Sh

RECEIVED
FOR FILM

3971

COPY

Consent
W. W.
Santiam Hwy.

February 6, 1953

3971

Miss Lydia Zastrow
Route 1, Box 372
Sweet Home, Oregon

File No. 19777
Noble Slough-Foster
North Santiam Highway
Linn County

Dear Miss Zastrow:

Upon my return to the office here in Salem, my attention has been called to two letters you have written regarding the settlement of right of way to be taken from your property for the widening of the Santiam Highway.

It was my impression that I had left a copy of the option with your mother, as it is my duty to leave a copy of each settlement with the property owner. Therefore, I am pleased to enclose another copy of the signed option for your records.

I remember that we spent the entire morning on Friday, January 23rd, examining carefully the strip to be taken, and that same was clearly staked so that there would be no question about the limits within which the items of settlement would fall. Further, in accordance with my promise, I took a house mover to your place on Monday, January 26th, and showed him the spot which you and I cleared of brush and undergrowth and staked for the new location of the garage. The Engineer's Station on this stake was No. 1454+00, which you will notice has been made an item of the option which your mother signed.

The house mover will come to your home at a later date, with his contract for your mother to sign, to cover the actual moving of the garage and contents to this new location.

The consideration of \$638.50 does not include the moving; this will be paid for by a separate check after the work is done.

You will further note that the entrance to your barn, and the new entrance to your garage have been clearly specified in the option which your mother signed, and I am sure that you will find them in exact conformance with our agreement on the ground.

Miss Lydia Zastrow

-2-

February 6, 1953

There is one other item which I probably should bring again to your attention. This is the matter of one or two large fir trees standing within the limits of the strip immediately adjoining Dr. Langmack's property. Dr. Langmack also has several trees which he is arranging to have removed from his property to accommodate the widening and it is my suggestion that you allow his logger to take those from your land at the same time, and pay you for them, as these are not included in the settlement. This is the general practice of the department in such matters.

Every effort has been made to keep the terms of your settlement exactly on a par with those of others from whom it was necessary to buy additional land, and I trust that this letter will answer any questions which may have arisen since my visit.

Very truly yours,

C. W. ENFIELD

By

E. J. BENNER
Right of Way Agent

EJB:lb

Enc.

cc: Harry Benson
R. L. Porter

IVED
53
FILING

Sweet Home, Oregon
Rt. Box 3672

RECEIVED

FEB 3 1953

FEB 3 1953

Oregon State Highway
Dept.
Salem, Oregon

Dear Sir:

I'm replying to your
letter of Feb 2.
about the railroad taking
highway land. On my
mother's land you bought
your land just 100 feet
wide, and the railroad
bought almost 5 acres.
You still have 100 feet of
highway in places you
have 20 feet not in use

ing
our
ve
ove
at

near

2-

on one side and about
10 feet on the other.

I never seen what your
man wrote up on the
contract and I never
agreed on the price he
offered for the fruit trees
and grape vines. He never
went back and counted the
trees. He never gave my
mother a chance to read
the paper she signed.

I live a quarter of mile
from the white fence at
the narrow of the
Highway.

near

3

as far as I know the
railroad ~~company~~ agreed
to buy more land to
widen the highway at
the narrows. my mother
has Diabetes and hart
trouble and ashama. also
she is in bed most of the
time. your man said it
was his dinner hour and
he never went back and
counted the trees. and never
gave me or mother time
to read what he wrote
on the contract.

yours, Truly
Lydia Gastrow

RECEIVED
FEB 11 1953
FOR FILING

February 2, 1953

Miss Lydia Zastrow
Route 1, Box 3672
Sweet Home, Oregon

Dear Miss Zastrow:

Replying to your letter of January 24 regarding the location of the Santiam Highway across the front of your property west of Sweet Home, this is to advise that we have made a careful study and find that it is impractical to move the line due to the proximity of the railroad and other complications.

I am informed by our Right of Way Department that this matter has been discussed with you and that a satisfactory settlement has been worked out with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

FC

lg

Date: January 28, 1953

ASSIGNMENT

No. 3971

By

Description: Letter of January 24 by Lydia Zastrow of Sweet Home
sending list of fruit trees on new highway right of way where
recently surveyed

Acknowledged by ----- Referred to ----- Smith ✓

- Investigate and report with recommendation
- ☒ Investigation, such action as necessary and report
- Comment or recommendation
- Return with rough draft of reply
- Please prepare for -----

PLEASE RETURN TO ----- signature
W. C. WILLIAMS

Assignment executed 2-2-53 Report received -----

Remarks: Rough Draft Prepared
1/30/53 *[Signature]*

Sweet Home, Oregon
R. 1. Box 3672

January 24, 1953

State Highway Dept.
Salem, Oregon

Dear sir..

I am sending a
list of the fruit trees
on the new highway
rightway the highway
severed lately.

Plumbs 4

Prune 1

Quince 7

apples 15

cherry 1

grape vines 2 big ones
to big to move

NOTED
W. C. WILLIAMS

There is 10 stakes a
hundred feet apart
and the width is 20 feet.
It takes within 3 feet of
the porch, and about
4 feet from the spring
where we get water from
it runs the gear round.
I don't see why the Highway
Dept. don't widen the
curve instead of taking the
yard and fruit orchard.
I wished some of the Highway
Dept. men would come out
and look at it. They also
have to build me another
place to put my wood.

-3-

I hope to see some of you
soon.

yours, Truly

Lydia Gastrow

Daughter of

Delilah Gastrow



RECEIVED
FOR FILING

7-196-71

February 3, 1953

3788

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of February 2 relative to Project F-196 (7), Noble Creek-Foster Section, Santiam Highway.

It is not in any way practical to flatten the vertical curves at Station 1266+60 and 1280+50 to afford passing sight distance. By reason of difficulties which I shall enumerate, it is considered impractical to attempt to make any corrections.

At Station 1267 a county road crosses the existing highway, which is already in a shallow cut. To obtain passing sight distance would require an additional six-foot cut, which would result in extreme hazard of the approaches to this county road.

At approximate Station 1273 to 1275 it will be necessary to raise the existing grade line some eight feet or more, which would make it impossible to retain the existing approaches to this highway and would result in right-of-way damage far beyond benefits obtained.

Some three months ago we brought this project to your attention, and at your request we have entirely revamped the job to provide for a much greater width than originally planned. This project was originally programmed for an estimated cost of \$150,000. The estimate is now \$253,000, which means that a far greater portion of the funds to be utilized is state funds.

We do not feel that we can make further adjustments to this grade line considering matters enumerated above. We further feel that construction of this section (which was designed in the first instance merely to stabilize the existing surfacing to handle the heavy log traffic thereon) according to the plans as now prepared is certainly adequate. Based on the above, we respectfully request your concurrence to advertise the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

No. 3988
By 2650

ASSIGNMENT

Date: February 3, 1953

Description: Letter of February 2 by C. G. Polk re P.S. & E.
papers for Noble Creek-Foster Section and particularly two sub-
standard vertical curves which he believes will increase traffic
hazard

Acknowledged by _____ Referred to Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation

xx Return with rough draft of reply

Please prepare for _____

PLEASE RETURN TO
W. C. WILLIAMS

signature

Assignment executed 2-3-53 Report received _____

Remarks: Please expedite.

WCW

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

February 2, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Re: Project F-196(7), Noble Creek-
Foster Section, Santiam Highway

Dear Sir:

We have reviewed the P. S. and E. papers for the above project and find the roadway standards to be satisfactory except for two substandard vertical curves located at stations 1266+60 and 1280+50.

With the faster alignment and wider pavement proposed, we feel these two vertical curves as designed will increase the present traffic hazard. May we have your reaction toward our suggestion of grade revisions in these vicinities to the end of flattening these vertical curves.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

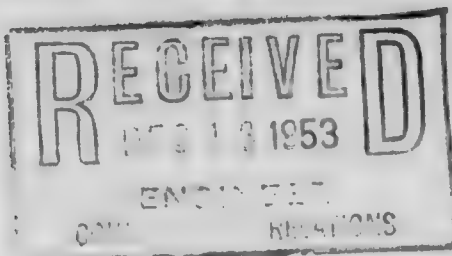




INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALLCity of Sandy
Sandy, Oregon

Invoice No. 31728

Date Dec. 15, 1953

Your Req. No.

Billing Request No. CC-68

Credit distribution: 303-1706-899

Agreed City of Sandy share of 1953 Special City Allotment project
for paving Sandy Heights Road, covered by agreement dated
April 3, 1953. City to pay all costs in excess of \$15,000.

Advance Deposit		\$1,565.00
Final Costs		
Contract Items	\$13,278.77	
Constr. & Engineering	2,227.66	
Survey	536.30	
Total	\$15,042.52	
Less Agreed State Share	25,000.00	
City Share		42.52
To be refunded		\$1,522.48

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$-----

By Ken-----

OREGON STATE HIGHWAY DEPARTMENT

(date)

September 9, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3919

Final

Oregon Asphaltic Paving Co.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

17481

W-75633

\$ 6,407.12

9/8/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

John
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1953

Time Extensions: None

Completion Date: July 28, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-9-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

John

MAILED ON SEP

9-10-53

RECEIVED
AUG 25 1953
FOR FILING

303-1708
3111

August 25, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3919 for grading and paving on the Sandy (Sandy Heights Road) Section in Clackamas County was completed by the contractor, Oregon Asphaltic Paving Co., on July 28 and was formally accepted by the Highway Commission on August 6, 1953.

Final payment in the amount of \$6,407.41 will be released to the contractor on or after September 4, 1953. The total contract amount is \$13,278.77, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

8-25-53, gl

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

303-1706

For Week Ending August 1, 1953Section Sandy (Sandy Heights Road)Kind of work Grading & PavingHighway City StreetSection prefix 303-1706Contractor Oregon Asphaltic Paving Co.Contract number 3919Date of contract April 13, 1953Date of completion July 28, 1953Date work started April 23, 1953~~Estimated~~ date of completion July 28, 1953Amount of contract \$ 14,921.56Per cent of time elapsed 75.9 %Estimated cost of completed project, exclusive of engineering \$ 13,278.77Per cent of contract completed, based on total contract price 89 %Engineering cost to date \$ 1150.00, 100 % Date project was completed July 28, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor constructed the shoulders on Tuesday, July 28, 1953.

This operation completed the project.

NOTED
 FORREST COOPER



Signed Willard J. Scofield
 Willard J. Scofield Res. Eng'r.
 Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.28	0.28			0.28
Miles partially completed					
Miles completed	0.28	0.28			0.28
Total estimated quantities	261	1834			556.585
Estimated quantities moved or placed to date	261	1834			556.585
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants
Compressors, Bulldozers, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & warm all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 7 1953
FOR FILING

313-17

May 6, 1953

Oregon Asphaltic Paving Co.
441 S. W. Porter St.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3919 which was awarded to you on April 13, 1953 by the State Highway Commission, for grading and paving on the Sandy (Sandy Heights Road) Section in Clackamas County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
1953
FOR FILING

AGENDA
MAY 18 1953

3C-2

April 14, 1953

Oregon Asphaltic Paving Co.
6441 S. W. Porter
Portland, Oregon

Re: Letter

The State Highway Commission on April 9th accepted your proposal to perform grading and paving work on Sandy Heights Road in Sandy, Clackamas County, for the sum of \$14,279 and on the same day awarded Contract No. 3919 to you subject to concurrence from the City of Sandy and provision by said City of funds for the cost of the project in excess of \$15,000. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone conversation of yesterday afternoon.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

cc - Mr. W. M. Franzen
Mr. H. O. Smith
Mr. S. R. Probert
Mrs. Goldie Lewis

RECEIVED

FOR FILING

FORM E-30 37,500 4-52 26908

Int + Accts
Allo funds
To Cities

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 13, 1953

SUBJECT:

To: Mr. Floyd Query
Acting Secretary

L

Herewith Check No. 128 in the amount of \$1,565 from the City of Sandy. This represents the city's advance deposit on its share in the estimated cost of the proposed \$250,000 Special City Allotment project on Sandy Heights Road.

This project is now clear for awarding of the contract.

John W. Cattrali
Engineer, County and City Relations

By

Robert H. Prange
Office Engineer

RHP:MM
Encl.

cc: Mr. C. H. Maison
Mr. W. C. Williams

NOTED
J. W. CATTRALL

April 13, 1953

Mr. Frank Rehberg
City Recorder
Sandy, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of Check No. 128 in the amount of \$1,565 representing the city's advance deposit on the Sandy Heights Road Special City Allotment project in the City of Sandy.

Your cooperation in this matter has been greatly appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

RECEIVED

FOR FILING

April 6. 1953

Mr. Frank Rehberg, City Recorder
City Hall
Sandy, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Sandy covering the improvement of Sandy Heights Road from old route of the Eagle Creek-Sandy Highway westerly to S. Bluff Road, a distance of approximately 0.28 mile, in connection with the \$250,000 Special City Allotment Fund.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
enc.

*250,000 (153)

no. 26

8-14-52

Sandy

~~8-14-52~~

Preliminary Estimate

Sandy Heights Road from Old Route of the Eagle Creek
Sandy Highway westward to S. Bluff. Road a distance
of approximately 0.28 mile.

Grade, place 8" of base rock and 3" asphaltic concrete
 pavement 20' in width.

Excavation	400 Cuyds	1.50	\$600.00
Excavation Street.	60 Cuyds	4.00	240.00
12" Concrete Culvert pipe	340 lin ft.	2.25	765.00
Preparation of base	0.28 mile	1000.00	280.00
3" 0 in base	1200 Cuyds	2.50	3000.00
3 1/4" 0 in base shoulder	370 Cuyds	4.00	1480.00
Sprinkling	40 M gal	3.00	120.00
As 2 in binder & seal	10 tons	65.00	650.00
Class B Asphaltic Concrete	670 tons	11.00	7370.00
Aggregate in seal coat	22 Cuyds	7.00	154.00
			\$14,659.00
			1832.37
			500.00
			\$16,991.37

*17,000.00

8-14-52

7-2-52.

[illegible]

no see
a of 8-14-52

Sandy

6-16-52

Mayor Thomas Seales out of town so contacted Frank Gehberg City Recorder and advised him of my findings.

The portion of the Old Route of the Eagle Creek - Sandy road is in fair to good condition, a few breaks have developed but needs no over all repair.

The portion of Sandy Heights Road east of the Sandy Eagle Creek road is deadend, used only by a few residents.

Sandy Heights Road west of the Old Route is gravel 16' wide in poor condition and carries a considerable amount of log truck traffic also has several modest new homes located on this street.

South Bluff road has a very steep pitch; and bad curves, which should be removed. Street should be completely regraded and large fill made which at the present time would be impossible because of the present location of small mill.

Mr. Gehberg stated that the Council felt the same way about their problem when resolution was passed but desired any help they could obtain. and would certainly be

pleased with any thing we decided to do or could do

Believe we should recommend a project on 0.28 mile
of Sandy-Height Road.

H. C. Myers.

8-14-52

Contacted Mr. Frank Rehberg and advised him of
preliminary estimate, and requested him to have City
write us a letter advising us of City's willingness
and ability to pay up to \$2000. towards repair to
Sandy Height Road.

Mr. Rehberg said he knew council & mayor were
for a C and would be glad to furnish letter & funds.

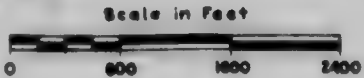
The City has graded & added some road and property owners
have had a dust palliative oil shot made.

H. C. Myers.

City officials say Sandy Height road is the hardest
to keep in condition and practically all of their
funds have to be spent on this street and the
balance of their resurfaced street have to suffer.

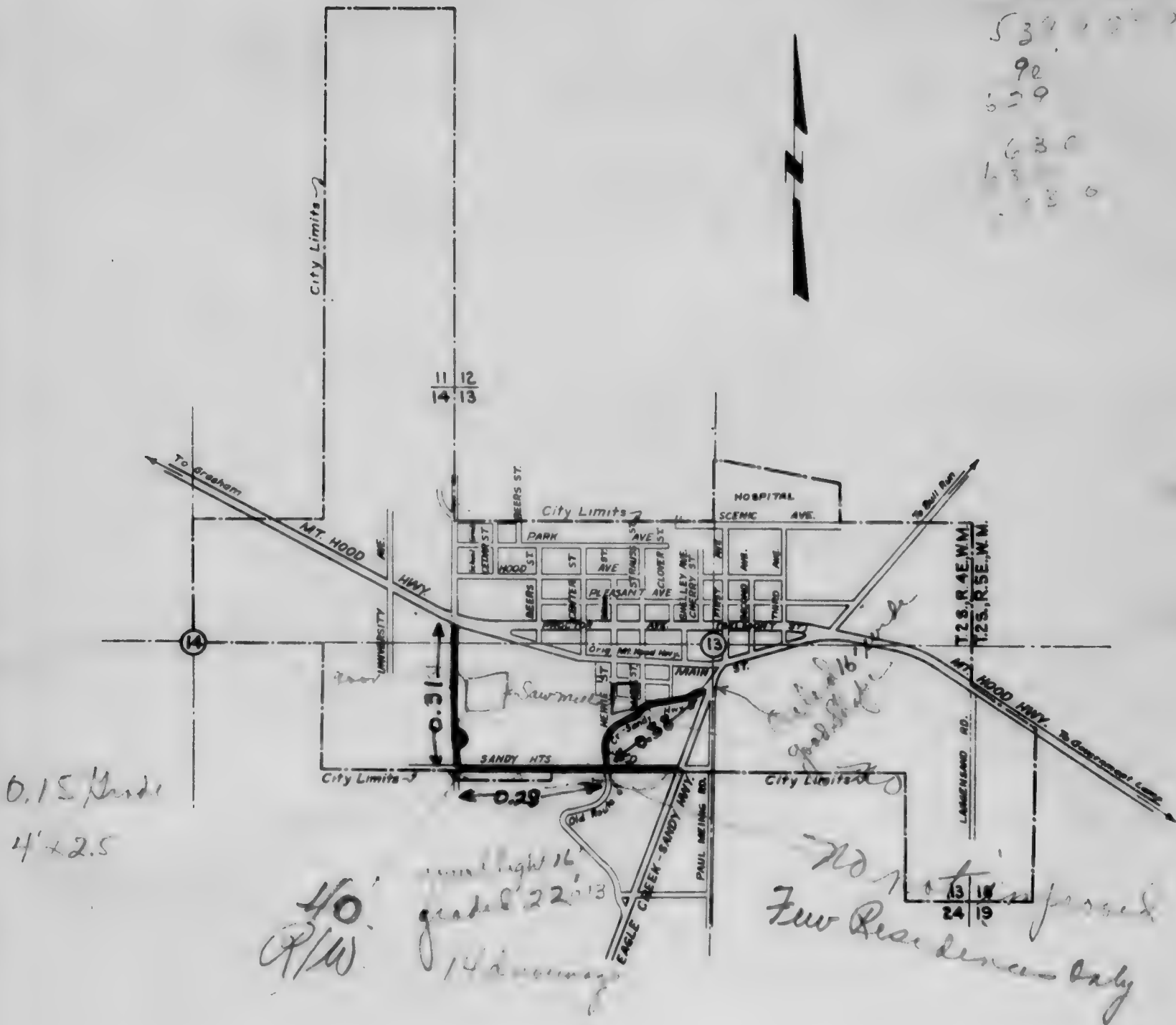
Sandy Creek Basin
S 2.52 Cracked Rock
15,000 all by Rock

SANDY

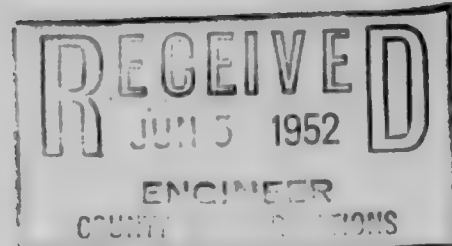


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 1230



6-2-52



RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

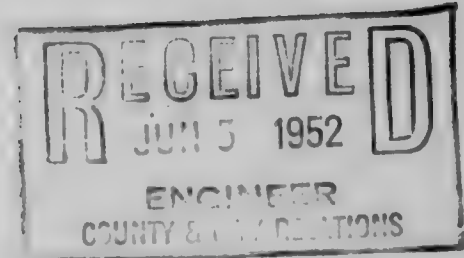
WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of SANDY is an incorporated city of the State of Oregon, and has a population of 1003, as given by the latest official census, and

6-2-52



RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of SANDY is an incorporated city of the State of Oregon, and has a population of 1003, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

SOUTH BLUFF ROAD, SANDY HEIGHTS ROAD AND OLD SANDY
EAGLE CREEK ROAD

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

SOUTH BLUFF ROAD
SANDY HEIGHTS ROAD
OLD SANDY EAGLE CREEK ROAD

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of SANDY does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate THOMAS SCALES [MAYOR] as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2ND day of JUNE, 1952.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of SANDY at a regular or special meeting of said council, held on the 2ND day of JUNE, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

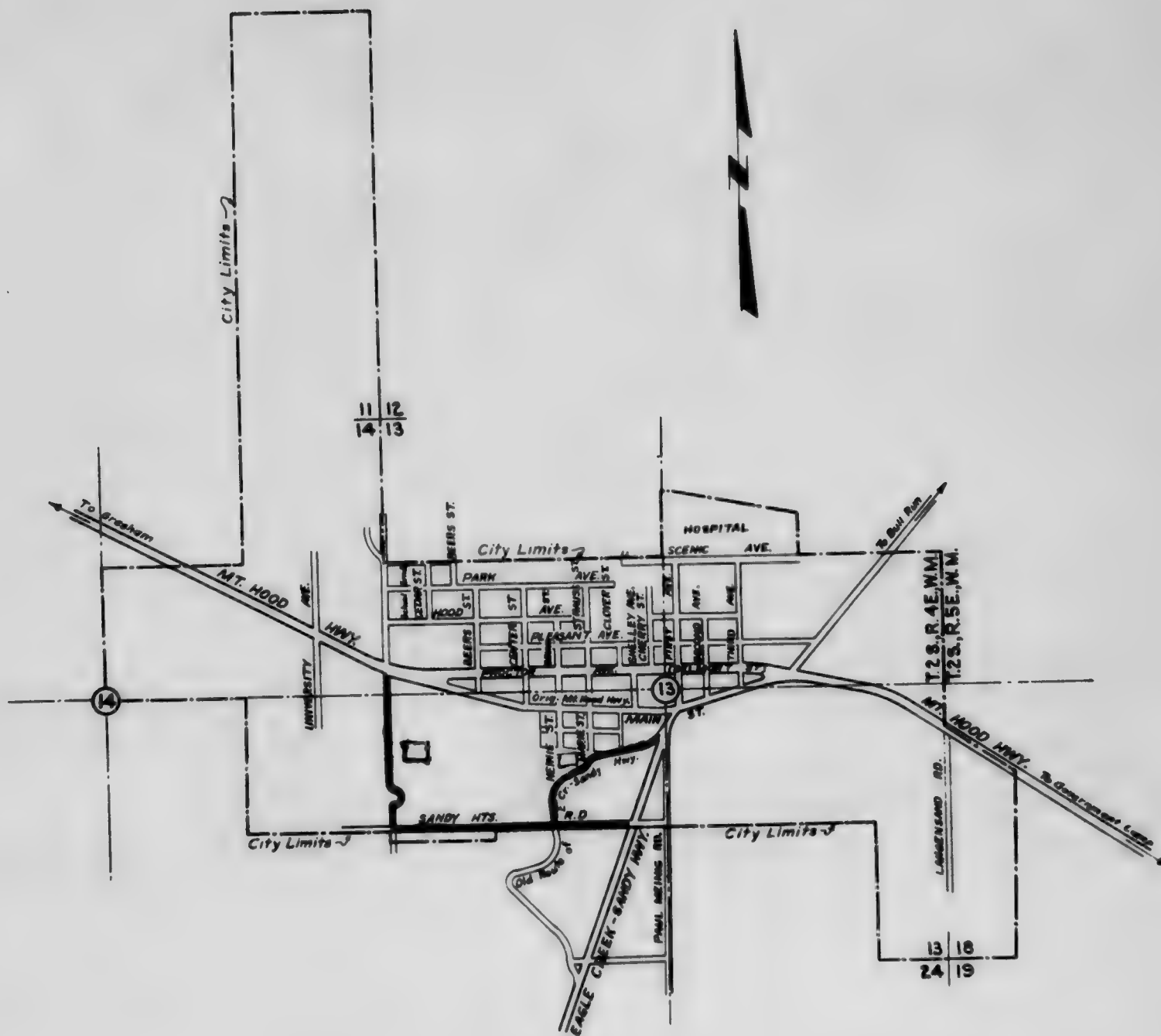
Dated this 4th day of JUNE, 1952.

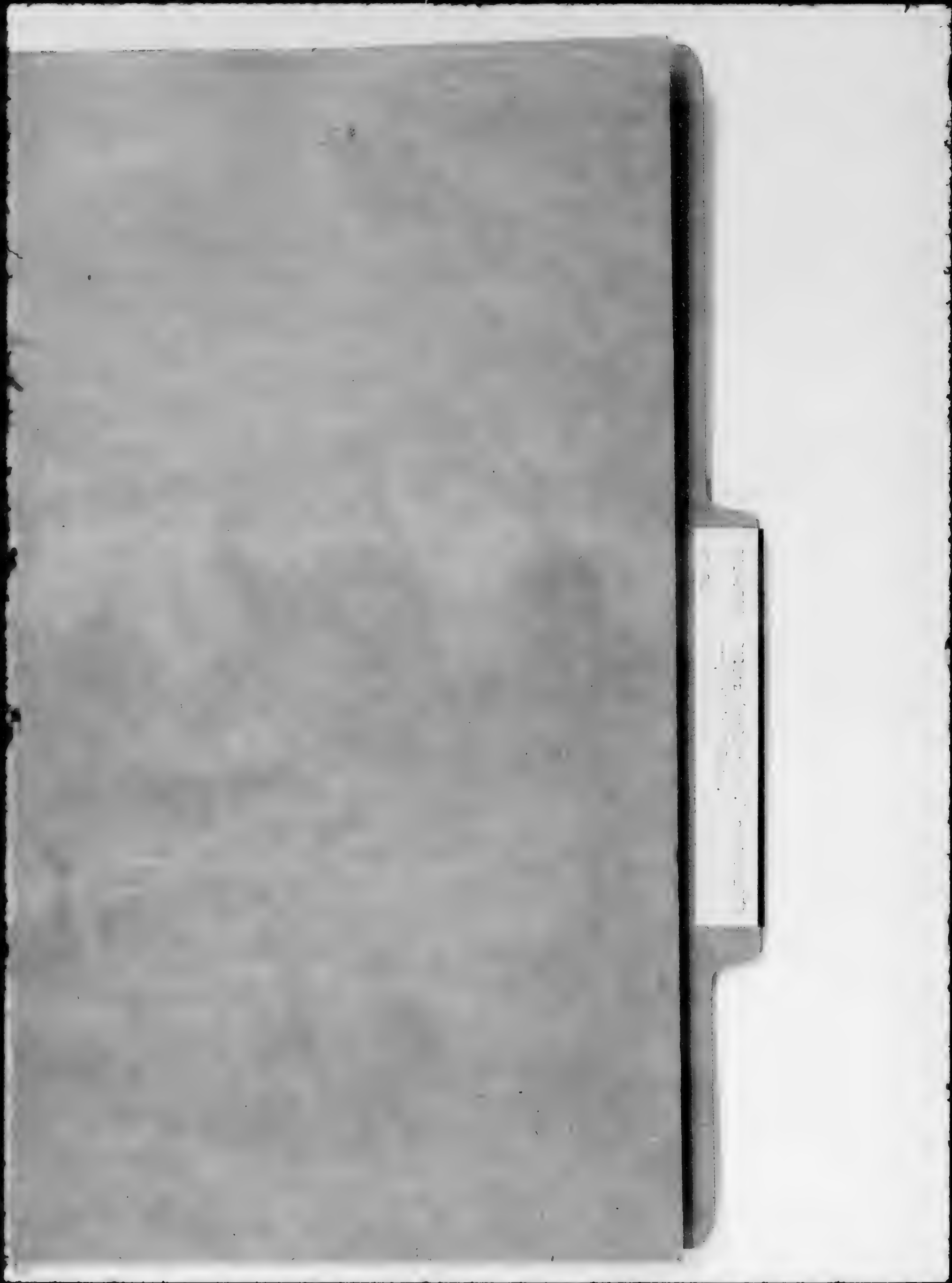
Frank Rehberg
City Recorder

Scale in Feet

0 600 1200 2400

2	1
11	12





NOTED
V. JONESNOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department
Salem, OregonNOTED
Harold C. Ayers

Invoice No. 32277

Date Feb. 1, 1954

Your Req. No.

Billing Request No. 00 70

Credit distribution: none

City of Siletz
Siletz, OregonNOTED
J. F. HAGEMANN

Attn: J. E. Bloom, City Recorder

Agreed City of Siletz share of 1953 Special City Allotment project costs for paving Buford Avenue, covered by agreement dated April 3, 1953. City to pay all costs over \$15,000.

Advance Deposits

1,721.88

Final Costs

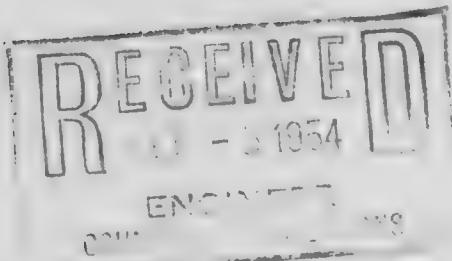
11,605.94

Less Agreed State Share

15,000.00

Agreed City Share

To be refunded

none
\$1,721.88

OREGON STATE HIGHWAY DEPARTMENT

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:

City of Siletz

Siletz, Oregon

Request No. (assigned by staff
engineer or head of division) cc-70

Date 1/25/54

Payer's Order No. (if any)

Attention of J. E. Bloom, City Recorder

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Agreed City of Siletz share of 1953 Special City Allotment project costs for paving Buford Avenue, covered by agreement dated April 3, 1953. City to pay all costs over \$15,000.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Final Costs		\$14,605.94
		Less Agreed State Share		\$15,000.00
		Agreed City Share		None

Has payer made payment for this service?

If so, what is amount of payment? \$

Has payer made a deposit with the department to guarantee payment?

Yes

If so, what is amount of deposit? \$1721.88

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this
same service? No

If so, give total of all previous requests \$

Also give number of last previous request

Credit distribution:

None

Submitted by:

J. F. Hagemann

Approved:

Approved:

Division Engineer

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

Nov. 5, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3920

3-final

WARREN NORTHWEST, INC.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

21654

R-79820

\$ 500.00

11/5/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: Sep. 23, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-5-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wicklander

RECEIVED
OCT 17 1953
FOR FILING

321-1707

3920

October 19, 1953

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3920 for paving on the Silets (Buford Ave.) City Street Section, Lincoln County, was completed by the contractor, Warren Northwest, Inc., on September 23, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is \$13,676.15 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

10-19-53, gl

RECEIVED
OCT 7 1953
FOR FILING

1-1707
3920

October 7, 1953

United States Guarantee Co.
90 John Street
New York 7, N.Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 3920, covering paving of city street in Siletz (Buford Ave.) in Lincoln County. This payment, in the amount of \$12,023.07 will be released to contractor on or after October 17, 1953. The retained percentage is \$500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Quarry, Assistant Secretary

RM

cc - United States Guarantee Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

10-7-53

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

321-1707

For Week Ending September 26, 1953

Section Buford Avenue Paving Project Kind of work Paving
 Highway Buford Avenue (Siletz) Section prefix 321-1707
 Contractor Warren Northwest, Inc. Contract number 3920
~~Project authl, less engineering~~
 Date of contract April 14, 1953, 19 Date of completion September 30, 1953, 19
 Date work started August 11, 1953, 19 Estimated date of completion _____, 19
 Project authl, less engineering 15,439.88 Per cent of time elapsed 96%
 Amount of contract 15,439.88 13,676.15
15,700
 Estimated cost of completed project, exclusive of engineering
 Per cent of contract completed, based on total contract price
 Engineering cost to date \$ 808.04, 69% Date project was completed September 23, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor placed 1"-0 material on the shoulders

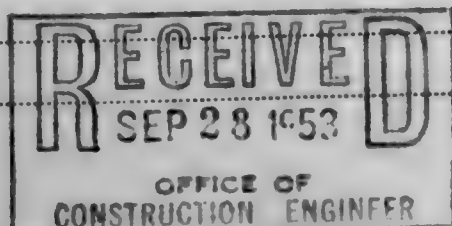
Wednesday of this week. This completes the project.

In my opinion it is a nice looking job.

We will send the semi-final estimate in next week.

This is the final report.

NOTED
 FORREST COOPER



Signed

B. P. Huntley

Address

Box 37, Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
 H. G. SMITH

	GRADING	SURFACING Shoulder	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.58			Binder	0.58
Miles partially completed					
Miles completed	0.58				0.58
Total estimated quantities					1,096 tons
Estimated quantities moved or placed to date		248 cu. yds.		8.64	
Average daily quantities					1,096 tons
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	10 XI				
Average force on project for week	35 XI				

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders ¹, Rollers ¹, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, Trucks 27, Paying Machine 1, Paying Plant 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

NOTED
J. W. CATTRALL

September 18, 1953

Mr. J. E. Bloom
City Recorder
Siletz, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Mr. Bloom:

I am replying to your letter of September 16th regarding a possible refund to the City of Siletz in connection with the Buford Avenue paving project.

At present time the final costs have not been received from the field and we have no way of determining the amount of the City's refund, if any; however, as soon as the final costs are known and the amount of refund determined, it will be forwarded to the city. Just when this will take place, I cannot say at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

J. M. REEDER, MAYOR
J. E. BLOOM, RECORDER

COUNCILMEN: GUY ABRAHAM
VERNON CASTLE
WESLEY DICKENSON
FLOYD NIX

CITY OF SILETZ
SILETZ, OREGON

Sept. 16, 1953

State Highway Commission,
Salem, Oregon,
Mr. John W. Cattrall,

Dear Mr. Cottrall; The job of paving Buford Avenue is being completed today, and it is a beautiful piece of work. It looks as though there would never need be any repair work done on it.

We are wondering if there will be any refund to the City on our share of \$1650 which we paid the Commission. The contractors did not have a thing to do but start paving. We had bladed the piece every little while all winter and there wasn't a single break in the base. We hope we will have a considerable part, if not all of it back. We need it badly on some of the other streets before winter comes.

Thank you,

City of Siletz,

J. E. Bloom, Recorder

RECEIVED

RECEIVED

FOR FILING

FORM E-30 35M 9-51 8231H

321-1707

321-1707
3920

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1953

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. H. G. Smith,
Construction Engineer,
Department.

Attention: Mr. Forrest Cooper.

Dear Sir:

Please refer to Huntley's report of August 22, 1953,
on Buford Avenue, Siletz.

Mr. Huntley advises me that the figures set forth on
the report are erroneous and that the project is well within the
authorization.

Yours very truly,

J. D. Walker,
Division Engineer.

JDW:AM

cc- to WC Williams

NOTED
FORREST COOPER

RECEIVED

RECEIVED
SEP 1 1953
FOR FILING

FORM E TO 25M 9-51 92315

321-1757
3920

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
INTER-DEPARTMENT CORRESPONDENCE
August 27, 1953

To:

Mr. J. D. Walker
Division Engineer
OFFICE

SUBJECT:

NOTED
W. C. WILLIAMS

Dear Sir:

I note Huntley's Weekly Report of August 22, 1953 on the Buford Avenue City Paving Project in Siletz that he is anticipating an overrun of approximately \$700.00.

Please take whatever steps are necessary to see that this project stays within the allotment.

Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams ✓

RECEIVED
MAY 7 1953
FOR FILING

331-1741
3750

May 6, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Enclosure

I enclose herewith, for your records and files, six fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3887, for grading and paving on the Sanky (N. 4th Ave.) section in Clackamas County, awarded April 8, 1953.

Contract No. 3888, for grading and paving on the Hubbard ("D" St.) section in Marion County, awarded April 8, 1953.

Contract No. 3895, for paving on the Spring Creek Mill-Robert section of the Talles-California Highway in Clatsop County, awarded April 8, 1953.

Contract No. 3914, for paving on the Hayesville School-Battle Creek Junction Unit, Salem By-pass section of the Pacific Highway East in Marion County, awarded April 9, 1953.

Contract No. 3915, for paving on the 92nd Avenue-Fairview section of the T. B. Danfield Expressway in Multnomah County, awarded April 9, 1953.

Contract No. 3920, for paving on the Pilots (Buford Avenue) section in Lincoln County, awarded April 14, 1953.

Copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours

H. B. Chalmers, Secretary
OREGON STATE HIGHWAY COMMISSION

W

Floyd Query, Acting Secretary

21
encls.

RECEIVED
MAY 1 1953
FOR FILING

321-1291

AGENDA

MAY 1 8 1953

3C-3

April 14, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on April 8 accepted your proposal for the Silets (Buford Avenue) Bypass Project in Lincoln County for the sum of \$14,775.00, and on the same day awarded Contract No. 3220 to you subject to concurrence from the City of Silets and provision made by said city of funds for the cost of the project in excess of \$15,000. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone call to your office of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Quarry, Acting Secretary

cc - Mr. W. M. Franzen
Mr. H. G. Smith
Mr. S. R. Probert
Mrs. Goldie Lewis
Mr. C. W. Hood

RECEIVED

FOR FILING

FORM E-96 37,000 4-52 68306

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 10, 1953

321-1707

2920

SUBJECT:

To: Mr. Floyd Query
Acting Secretary

REFERRED TO
BY SECRETARY

Enclosed please find two checks, nos. 241 and 134, from the City of Siletz totaling \$1,721.88.

These checks are to cover the city's share of the cost of the Special City Allotment project for the paving of Buford Avenue in Siletz. This clears this project.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

HCA:MM
Encl.

cc: W. C. Williams
C. H. Maison

April 10, 1953

Mr. J. E. Bloom
City Recorder
Siletz, Oregon

Dear Sir:

On April 8, 1953, the State Highway Commission received a satisfactory bid on the Buford Avenue Special City Allotment project in Siletz. This bid was made by Warren Northwest Incorporated and the estimated total cost of the project based on this bid is as follows:

Contract Items	\$14,775.00
Engineering and Contingencies	1,846.88
Survey	100.00
Total	\$16,721.88

As per the agreement executed by the City and State, the City is to pay all costs in excess of \$15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with this project, an advance deposit of \$1,725 is required. Please make this deposit by means of a certified check made payable to the Oregon State Highway Commission. Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:IM

RECEIVED
1953
FOR FILING

321-117
3920

April 6, 1953

Mr. J. E. Bloom, City Recorder
City Hall
Siletz, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Siletz covering the improvement of Buford Avenue from Gaither Street to westerly city limits, a distance of approximately 0.50 mile, in connection with the \$250,000 City Allotment Fund.

Yours very truly

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 1

RESOLUTION NUMBER 12

NOTED
Harold C. Ayers

NOTED
J. W. CATTRAIL

12 - 30 - 52

WHEREAS the County Court of Lincoln County, Oregon has offered to surrender to the City of Siletz, Lincoln County, Oregon all jurisdiction of that portion of the Siletz-Logsdan County Road lying within the city limits of Siletz, and

WHEREAS it is necessary that the City of Siletz assume jurisdiction of the above named portion of the Siletz-Logsdan road in order that the City may proceed with the securing of aid from the State Highway Commission in paving this piece of road, it is therefore now

ORDERED that the City of Siletz, Lincoln County, Oregon, accept the offer made by the County Court, and the City of Siletz hereby assumes jurisdiction over that part of the Siletz-Logsdan Road lying within the city boundaries of Siletz.

Passed by unanimous vote of the Council on this, the 30th day of December, 1952.

Attest:

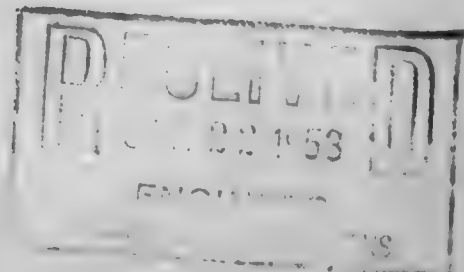
J. E. Bloom

Recorder

J. W. Cattrail

Mayor

NOTED
J. F. HAGEMANN



COPY

12-16-52
IN THE COUNTY COURT OF THE STATE OF OREGON
FOR THE COUNTY OF LINCOLN

NOTED
J. W. CATTRALL

IN THE MATTER OF SURRENDERING JURISDICTION)
OVER THAT PART OF SILETZ-LOGSDEN COUNTY)
ROAD, WITHIN CORPORATE LIMITS OF SILETZ,)
OREGON.)

O R D E R

NOTED
Harold C. Ayers

Whereas in pursuance to a request of the governing body of the incorporated city of Siletz, Lincoln County, Oregon that Lincoln County, Oregon surrender to the city of Siletz jurisdiction over that part of Siletz-Logsdan Road lying within the boundaries of said city of Siletz, a resolution was duly and regularly adopted in the above entitled court and cause on October 21st, 1952, providing for hearing upon said request fixing the date thereof November 25, 1952, and directing that notice of said hearing be given by posting copies thereof as provided by Sec. 100-2401 O.C.L.A. and,

Whereas notice of said hearing was duly posted as provided by law, proof of said posting being on file herein and,

Whereas no person or party appeared before the above entitled court in said matter on said November 25, 1952, or subsequently thereto offering any objections to the surrender by Lincoln County, Oregon of jurisdiction over said portion of county road and,

Whereas the County Court of Lincoln County, Oregon has considered the request of city of Siletz above referred to and having further considered said matter deems it necessary, expedient, and for best interest of Lincoln County, Oregon to surrender jurisdiction of that part of Siletz-Logsdan County Road lying within the boundaries of Siletz, Oregon and the court being advised, it is hereby,

ORDERED That Lincoln County, Oregon offer to the

of Siletz, Lincoln County, Oregon to surrender jurisdiction over all that part of Siletz-Logsdan County Road lying within the boundaries of the city of Siletz, Oregon and that the city of Siletz, Oregon have ninety (90) day from the date hereof to accept this offer and it is further,

ORDERED that upon legal adoption by the city of Siletz, Oregon of an ordinance or resolution or other appropriate municipal legislation the jurisdiction of Lincoln County, Oregon over said portion of said county road by Lincoln County, Oregon will cease and determine and the full and absolute jurisdiction over the same shall be in the city of Siletz, Lincoln County, Oregon.

DATED this 16th day of December, 1952.

ATTEST:

R. E. Collins

County Clerk

Tilla Gildersleeve, Deputy.

(County Court Seal)

Tom F. Skelton

County Judge

L. T. Grant

County Commissioner

Ray Cox

County Commissioner

STATE OF OREGON, { ss.
County of Lincoln,

I, R. E. Collins, County Clerk and Clerk of the County Court and of the County and
State aforesaid, do hereby certify that the foregoing copy of Order- In the Matter of Surrendering
Jurisdiction over that part of Siletz-Logsdan County Road, within Corporate
limits of Siletz, Oregon

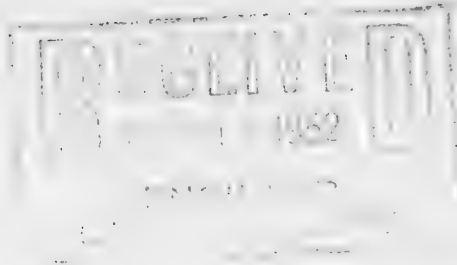
has been compared by me with the original and that it is a correct transcript therefrom, and of the whole
of such original Order

..... as the same appears on file and of record

..... at my office and in my care and custody.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of the said Court this
18th day of December, 1952 R. E. Collins
Clerk.

By *Tilla Gulderson* Deputy



TOM F. SKELTON, JUDGE
L. T. GRANT, COMMISSIONER
RAY COX, COMMISSIONER
WALLIE HAMMOND, TREASURER
ROBERT E. COLLINS, CLERK
L. B. ENGLISH, DIST. ATTORNEY

MOTHY P. WELP, SHERIFF
W. H. OSBURN, ASSESSOR
F. O. PARKER, CORONER
JOE LONGFELLOW, SCHOOL BUPT.
D. B. AMBLER, SURVEYOR
NANCY WETMORE, HEALTH NURSE

COUNTY OF LINCOLN

TOLEDO, OREGON

October 31, 1952

NOTED
W. C. AYERS

Oregon State Highway Department
Salem, Oregon

NOTED
Harold C. Ayers

Attention Mr. John W. Cattrall, Engineer

Dear Mr. Cattrall;

We are enclosing copies of the procedure in the surrendering jurisdiction of a portion of the Siletz-Logsdon County Road by the County to the City of Siletz.

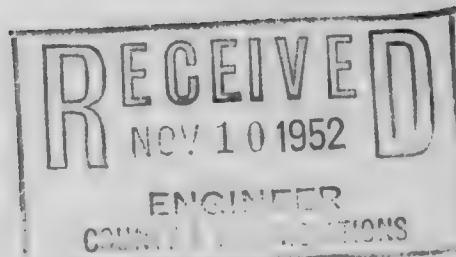
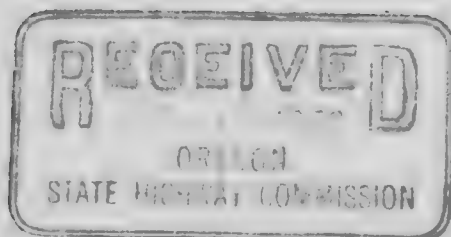
The papers enclosed are:

- (1) RESOLUTION NO. 10
- (2) COUNTY RESOLUTION
- (3) NOTICE OF PUBLIC HEARING
- (4) AFFIDAVIT OF POSTING.

Sincerely yours,

Judges Office

Virginia Myers Sec.



COPI

R E S O L U T I O N N O . 10

WHEREAS a portion of the recently constructed Siletz-Logsdon road lies within the city boundaries from the intersection with the Toledo-Kernville highway to the East City limits of Siletz, and

WHEREAS this road is receiving an unusual amount of heavy traffic, and as it has not been surfaced or paved to protect the road bed, will rapidly deteriorate, and

WHEREAS the State Highway Commission through its representative, Mr. Harold C. Ayres, Field Engineer, County and City Relations, has indicated a willingness to properly pave this section of the said road provided it is a city street and not a county road or highway, now therefore,

BE IT RESOLVED that the City Council of the City of Siletz, Lincoln County, Oregon, does hereby petition the County Court of Lincoln County to take the necessary steps as set forth in Section 100-2401, O.C.L.A. to transfer jurisdiction of that part of the Siletz-Logsdon road from the intersection with the Toledo-Kernville Highway to the East city limits of Siletz, and the City Council hereby agrees to accept jurisdiction of said section of road and assume all responsibility of same, as a city street.

Adopted by the City Council of Siletz, Lincoln County, Oregon, at its regular meeting on September 15th, 1952.

COPY

R E S O L U T I O N N O . 10

WHEREAS a portion of the recently constructed Siletz-Logsden road lies within the city boundaries from the intersection with the Toledo-Kernville highway to the East City limits of Siletz, and

WHEREAS this road is receiving an unusual amount of heavy traffic, and as it has not been surfaced or paved to protect the road bed, will rapidly deteriorate, and

WHEREAS the State Highway Commission through its representative, Mr. Harold C. Ayres, Field Engineer, County and City Relations, has indicated a willingness to properly pave this section of the said road provided it is a city street and not a county road or highway, now therefore,

BE IT RESOLVED that the City Council of the City of Siletz, Lincoln County, Oregon, does hereby petition the County Court of Lincoln County to take the necessary steps as set forth in Section 100-2401, O.C.L.A. to transfer jurisdiction of that part of the Siletz-Logsden road from the intersection with the Toledo-Kernville Highway to the East city limits of Siletz, and the City Council hereby agrees to accept jurisdiction of said section of road and assume all responsibility of same, as a city street.

Adopted by the City Council of Siletz, Lincoln County, Oregon, at its regular meeting on September 15th, 1952.

Attest J. E. Bloom
 Recorder

J. M. Reeder

Mayor

COPY

IN THE COUNTY COURT OF THE STATE OF OREGON
FOR THE COUNTY OF LINCOLN

IN THE MATTER OF SURRENDERING JURISDICTION OVER)
THAT PART OF SILETZ-LOGSDEN COUNTY ROAD, WITHIN) R E S O L U T I O N
CORPORATE LIMITS OF SILETZ, OREGON.)

WHEREAS the governing body of the incorporated city of Siletz, Lincoln County, Oregon has filed with the County Court of Lincoln County Oregon a request of said City of Siletz that Lincoln County, Oregon surrender to the City of Siletz, Oregon jurisdiction over that part of Siletz-Logsdan County Road lying within the boundaries of said city of Siletz, and,

WHEREAS the County Court of Lincoln County, Oregon has considered said request and deems it necessary, expedient and for the best interests of Lincoln County, Oregon to surrender jurisdiction over said portion of said road to the City of Siletz, Oregon, all as provided in Section 100-2401 O.C.L.A., it is therefore,

RESOLVED that public notice be given by posting in three public places in said county, one of which shall be within the limits of Siletz, Oregon, or be published thereof once a week for four (4) successive weeks in a newspaper of general circulation, within Lincoln County, Oregon, which notice shall fix the time as Tuesday, November 25th, 1952, Courtroom of County Court, Court House, Toledo, Oregon as the place of hearing and a succinct statement of the proposed action requested and describing the portion of road to be surrendered by Lincoln County, Oregon to the city of Siletz with convenient certainty. At which time and place the County Court will hear said matter and consider any objections or testimony offered by any person interested and determine whether it is necessary or expedient or for the best interests of Lincoln County to surrender jurisdiction over said portion of said road to Siletz, Oregon and in the event this court so determine at said hearing, an appropriate order will be made and entered herein.

Introduced and adopted at the regular meeting of the Board of
County Commissioners of Lincoln County, Oregon held on September 23rd,
1952.

Tom F. Skelton

County Judge

L. T. Grant

Ray Cox

County Commissioners

IN THE COUNTY COURT OF THE STATE OF OREGON
FOR THE COUNTY OF LINCOLN

IN THE MATTER OF SURRENDERING JURISDICTION OVER)
THAT PART OF SILETZ-LOGSDEN COUNTY ROAD, WITHIN) AFFADAVIT OF POSTING
CORPORATE LIMITS OF SILETZ, OREGON,)

STATE OF OREGON)
County of Lincoln) ss.

I, D. B. Ambler being first duly sworn, depose and say that
on the 28th day of October, 1952 I posted one copy of the attached notice
of public hearing within the corporate limits of Siletz, one copy at
Court House Entrance and one copy at West end of road That the three copies of
said Notice of Public Hearing so posted were in places where they were
plainly visible by the public and most apt to be of notice to all persons
interested of the time and place of said hearing.

DATED this 28 day of Oct., 1952.

D. B. Ambler

Signature

Subscribed and sworn to before me this 28 day of Oct., 1952.

(NOTORIAL SEAL)

Ilma Powell

Notary Public for Oregon
My Comm. Expires: Jan. 23, 1953

IN THE COUNTY COURT OF THE STATE OF OREGON
FOR THE COUNTY OF LINCOLN

IN THE MATTER OF SURRENDERING JURISDICTION OVER)
THAT PART OF SILETZ-LOGSDEN COUNTY ROAD, WITHIN)
CORPORATE LIMITS OF SILETZ, OREGON)

NOTICE OF PUBLIC HEARING

Notice is hereby given that the governing body of the incorporated city of Siletz, Lincoln County, Oregon, has filed with the County Court of Lincoln County, Oregon a request of said City of Siletz, that Lincoln County, Oregon surrender to the City of Siletz, Oregon, jurisdiction over that part of Siletz-Logsdan County Road lying within the boundaries of Siletz, Oregon, and that the County Court of Lincoln County, Oregon has considered said request and by resolution dated October 21st, 1952 ordered a hearing upon said request therefore,

All persons or parties interested are hereby notified that there will be a hearing at the Courtroom on the 25th day of November, 1952, in the Courthouse, Toledo, Oregon as to any objections or testimony offered by any person interested and determine whether it is necessary or expedient or for the best interests of Lincoln County to surrender jurisdiction to Siletz, Oregon over that part of Logsdan-Siletz County Road lying within the Boundaries of the City of Siletz,

DATED this 24th day of October, 1952.

Tom F. Kelton Tom Skelton
County Judge

Leonard Grant L. T. Grant
County Commissioner
Leonard Grant

ATTEST:

R. E. Collins

Ray Cox Ray Cox
County Commissioner
Ray Cox

R. E. Collins, Clerk of the County Court
of Lincoln County, Oregon

STATE OF OREGON, } ss.
County of Lincoln,

I, R. E. Collins, County Clerk and Clerk of the _____ County _____ Court and of the County and State aforesaid, do hereby certify that the foregoing copy of Resolution # 10, Affidavit of Posting, & Notice of Public Hearing.

has been compared by me with the original and that it is a correct transcript therefrom, and of the whole of such original Resolution #10, Affidavit of Posting, & Notice of Public Hearing.

as the same appears on file and of record

at my office and in my care and custody.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of the said Court this 7 day of November, 1952.

R. E. Collins,

Clerk.

By Wilma Stalheim, Deputy

The Contractor on the Newport - Toledo job was the summer of 1953 and would no doubt be bidding on this job.

H. C. Ayers

Report 2-1-52
Block 8-28-52

RECEIVED
J. F. HAGEMANN

NOTED
W. CATTRALL

Siletz

8-28-52

Called on City this date could not locate Mr. J. E. Bloom, so contacted Mayor, who stated Mr. Bloom was seeing County Court re City assuming responsibility for Buford Avenue within city limits, but thought that City Charter, as passed in 1951, gave the City the responsibility of all streets within the City limits.

Buford Avenue has been recently extended through the Power site Reserve and basins and drained from Gaither Street to the westerly City limits and beyond, surfacing was evidently light, and the extremely heavy volume of log and lumber trucks are causing the street to become washboarded and pitted. I asked the Mayor if the City could not keep the surfacing blocked into roadway and he said they would, this winter, keep the street blocked.

Believe we should recommend a paving job on Buford Avenue due to damage by unusual heavy industrial traffic.

The Contractor on the Newport-Toldeo job will be paving in the summer of 1953 and would no doubt be bidding on this job.

H. C. Ayers

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

October 28, 1952

Lincoln County Court
County Court House
Toledo, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of your letter of October 21 pertaining to surrendering jurisdiction over a certain portion of the Siletz-Logsdan County Road within the corporate limits of Siletz to the City of Siletz.

It would be greatly appreciated if this office could have a copy of the resolution and any papers adopted by the Court showing the date of surrender of jurisdiction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

called Carter
They know about it.

They try to prove that
all of the land is a reservation

REFERRED TO

BY SECRETARY

Is there in response
to a letter from
my office? - NO
4/11/52

UNTY OF LINCOLN

TOLEDO, OREGON

October 21, 1952

MOTHY P. WELP, SHERIFF
H. OSBURN, ASSESSOR
F. O. PARKER, CORONER
JOE LONGFELLOW, SCHOOL SUPT.
D. B. AMBLER, SURVEYOR
NANCY WETMORE, HEALTH NURSE

Commission

is a request from the City of Siletz to inform you in
dering jurrisdiction over a certain portion of the
y Road within the corporate limits of the City of
Please be advised that the resolution had been signed and as
soon as the remaining proceedure is complied with as required in Section
100-2401 O. C. L. A. their jurisdiction will completed.

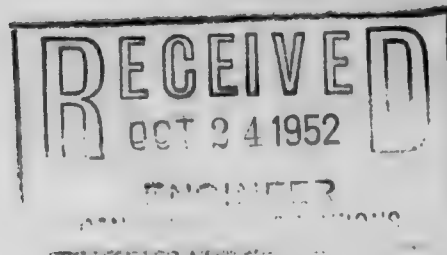
Very truly yours,

Louis F. Skelton
County Judge

L. T. Grant
County Commissioner

Ray Cox
County Commissioner

TJS:vm



TOM F. SKELTON, JUDGE
L. T. GRANT, COMMISSIONER
RAY COX, COMMISSIONER
WALLIE HAMMOND, TREASURER
ROBERT E. COLLINS, CLERK
L. G. ENGLISH, DIST. ATTORNEY

MOTHY P. WELP, SHERIFF
H. OSBURN, ASSESSOR
F. O. PARKER, CORONER
JOE LONGFELLOW, SCHOOL SUPT.
D. B. AMBLER, SURVEYOR
NANCY WETMORE, HEALTH NURSE

COUNTY OF LINCOLN

TOLEDO, OREGON

October 21, 1952

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

We have a request from the City of Siletz to inform you in the matter of surrendering jurisdiction over a certain portion of the Siletz-Logsdan County Road within the corporate limits of the City of Siletz. Please be advised that the resolution had been signed and as soon as the remaining procedure is complied with as required in Section 100-2401 O. C. L. A. their jurisdiction will be completed.

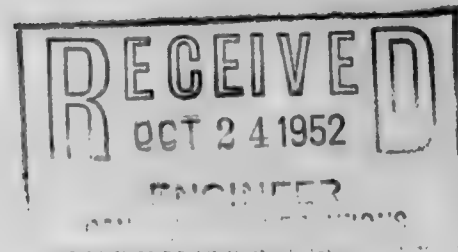
Very truly yours,

Tom F. Skelton
County Judge

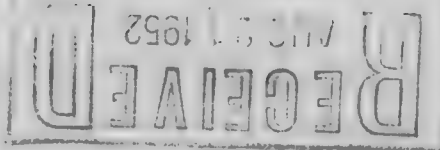
L. T. Grant
County Commissioner

Ray Cox
County Commissioner

TJS:vm



8-18-52



RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Siletz, Lincoln Co., is an incorporated city of the State of Oregon, and has a population of 587, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

_____ Buford Avenue from the East City Limits to the _____

_____ intersection with the Toledo-Kernville highway _____

_____ are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

_____ Buford Avenue from the East City Limits to the _____

_____ intersection with the Toledo-Kernville highway _____

_____ are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of Siletz does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate J. E. Blavin as the official representative of the city in all negotiations resulting from this request.

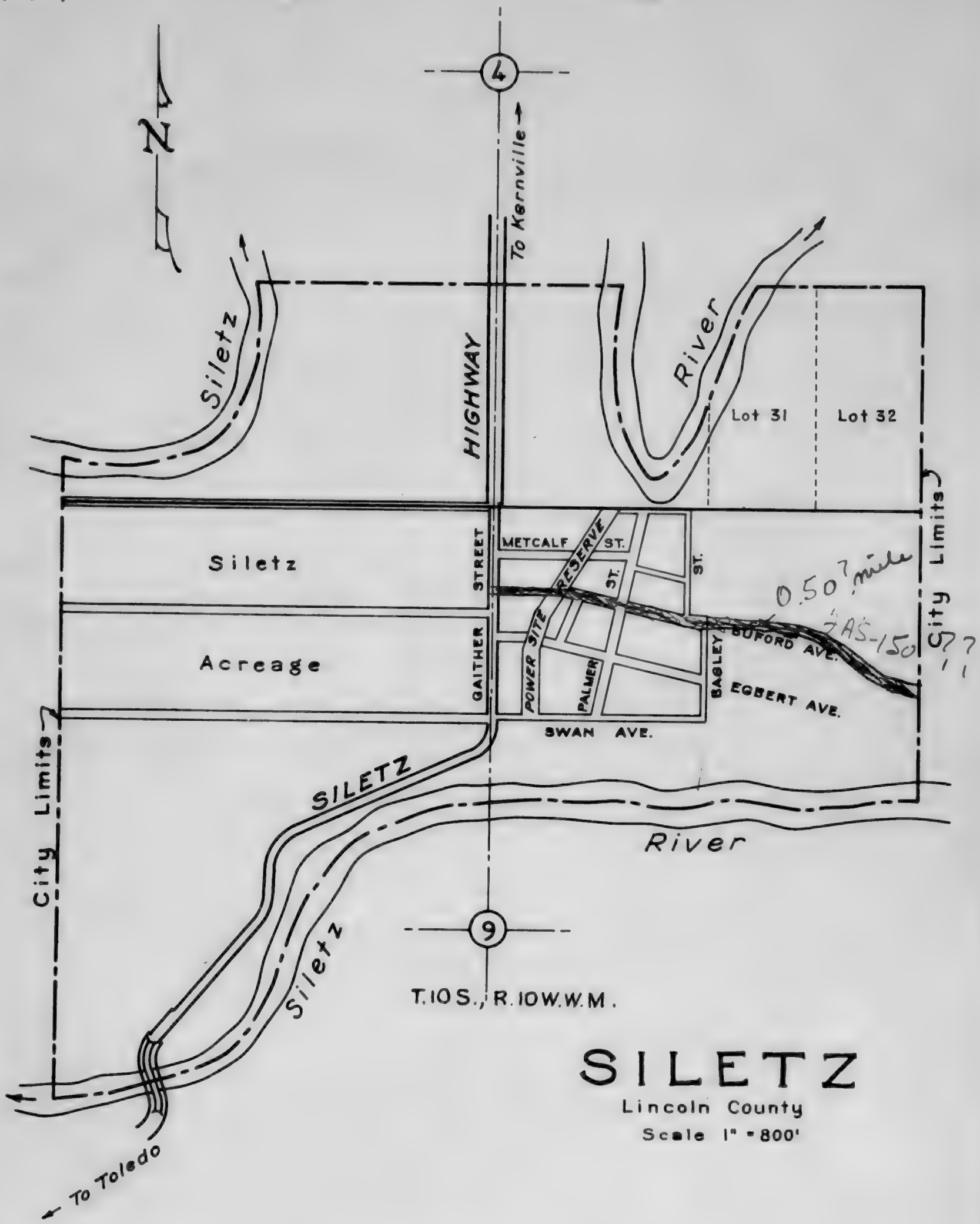
Passed and approved this 18th day of August, 1952.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Siletz at a regular ~~or special~~ meeting of said council, held on the 18th day of August, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 18th day of August, 1952.

J. E. Blavin
City Recorder



Siletz

8-15-52

Contacted Mr. Bloom regarding the necessity of obtaining jurisdiction of the portion of Buford Avenue, from the County, as we could not recommend a project on a County road.

Mr. Bloom said he would see the County Court on 8-16-52 and start proceedings to get control of the street and would as soon as jurisdiction was changed send us legal copy of same.

also advised Mr. Bloom that preliminary estimate of paving Buford Avenue was in excess of \$15,000 and asked him to contact the Council and see if they could pay up to \$1000. He said he was positive the Council would go for this, and as they were having a special meeting 6-night would get approval and also write letter of ability and willingness to pay all cost about \$15,000.

HBA.

NOTED
J. W. CATTRALL
NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

August 14, 1952

Mr. J. E. Bloom
City Recorder
Siletz, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Bloom:

I am replying to your inquiry of August 12 regarding the possibility of receiving assistance to oil the new Logsdon Road within the City of Siletz. The condition described in your letter indicates that this road might qualify for a city allotment project which is what I believe you have in mind. These city allotment projects can only be used to improve city streets. The records in this office indicate that this is a county road. We have never received any notice of a transference of jurisdiction from the county to the city as set forth in Section 100-2401, O.L.C.A. In order to consider a project on this road, it would be necessary for the city to furnish us evidence that this is a city street and not a county road.

Since all applications for the 1953 program must be in this office by September 1, I am enclosing copies of a resolution for use by the city in making its application. The application should be in this office not later than September 1, 1952. The matter of a transference of jurisdiction from the county to the city should be clarified or effected as soon as possible after September 1. Upon receipt of an application for these funds, an investigation will be made as to the qualification of the request and as to improvement required and estimated cost. In order that this request might be considered for the 1953 program, the city must act immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

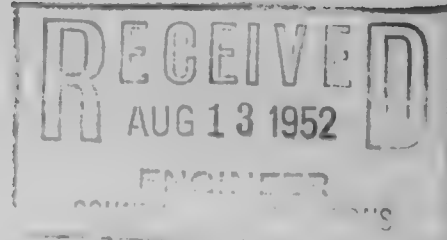
J. REEDER, MAYOR
J. BLOOM, RECORDER

COUNCILMEN: W. S. SAILOR
JOHN T. NIX, JR.
VERNON CASTLE
F. H. SIMMONS

CITY OF SILETZ

SILETZ, OREGON

August 12, 1952



Mr. John W. Cattrall,
Engineer, County and City Relations,
Salem, Oregon,

Dear Mr. Cattrall: Since the new highway from Siletz to Logsdon was finished we have had a real problem presented. This strip of road from the East city limits to the Toledo-Kernville road is receiving an enormous amount of heavy traffic. A large number of loads of lumber and a larger number of loads of logs travel it daily, to say nothing of a heavy traffic of other vehicles. The highway was finished according to state specifications and left in a most excellent condition. In the few weeks since its completion, however, the road is rapidly deteriorating; the fine finish coat of crushed rock is being thrown off the surface and it is now down to the base fill. In addition to the increasing roughness, the dust problem is serious. All the residents along this street are enveloped in a thick cloud of dust all day long---and far into the night.

Is it possible to get this piece of road oiled from the fund allotted to such cases?

Please let us know how and when to apply for this aid. We would be able to devote at least part of our highway funds allotment to this work.

Thank you,

The City of Siletz,

By *J. E. Bloom* Recorder



S. City

Preliminary Estimate

Drain & Sewer from Grith Street to Westing City limit
a distance of approximately 0.50 mile

Place 3" asphalt concrete pavement 20' width

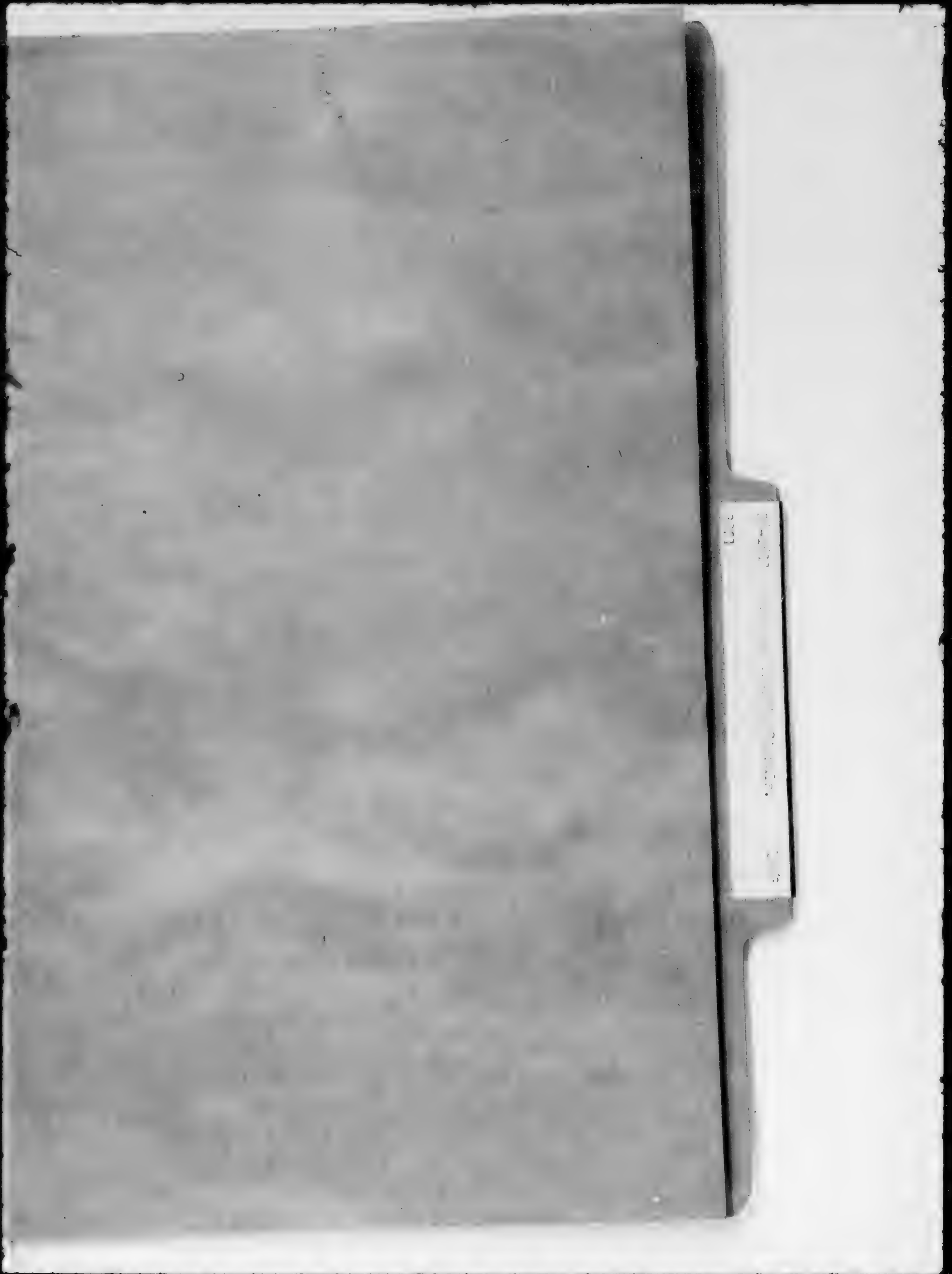
Preparation base	0.50 mile	\$ 500.00	\$ 250.00
3 1/2" in bitum. & shoulder	250 cu yds	4.00	1000.00
RC 2 in binder course	12 tons	70.00	840.00
Class. "B" asphalt concrete	1050 tons	11.25	11812.50
Oil in seal coat	7 tons	65.00	455.00
Aggregate in seal coat	30 cu yds	6.00	180.00
Preliminary Estimate of Construction Cost			\$ 14,537.50
12 1/2% Engineering and Contingencies			1817.19
Preliminary Engineering			200.00
			\$ 16,554.69

#16,500

8-9-52



Rev. 11-13-52



RECEIVED
NOV 3 1953

FOR FILING

26-1611

OREGON STATE HIGHWAY DEPARTMENT

(date)

Nov. 3, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3921

3-final

W. R. GRASLE CO.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

21509

R-79669

\$ 1,084.75

11/3/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

W. B. Glaisyer
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1953

Time Extensions: to Oct. 1, 1953 without penalty

Completion Date: Sep. 29, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-4-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

W. B. Glaisyer

RECEIVED
FOR FILING

10-16-11

October 22, 1953

General Casualty Co. of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3921 for installing traffic signal at Gresham, Multnomah County, was completed by the contractor, W. R. Gracie Co., on September 29, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$1,084.75 will be released to the contractor after acceptance by the Commission. The total contract amount is \$6,441.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

10-22-53

RECEIVED
JUL 16 1953
FOR FILING

20-1411
39-1

October 14, 1953

W. R. Graessle Co.
437 N. W. 16th Ave.
Portland, Oregon

Enclosure:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from August 31 to October 1, 1953 within which to complete your contract No. 3921, for installing traffic signal in Gresham on the Mt. Hood Highway, Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

cc:

A. G. Skelton,
Division Engineer

John Petty,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
SEP 21 1953
FOR FILING

26-1611

September 17, 1953

Oregon State Highway Commission

Request for extension of time
No. 11
September 24-25 meeting.

Gentlemen:

Re: Traffic Signal Installation
in Gresham, Contract 3921

W. R. Gracie Company, contractor for the installation of the traffic signals at Gresham, requests an extension from August 31, 1953 to October 1, 1953 to complete the work on this project. The signals were in place and operating before the contract completion date. The rain the last week in August prevented the completion of the painting. It is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

GSP:gn

RECEIVED
APR 17 1953
FOR FILING

31-1011
3701

AGENDA
MAY 1953

April 14, 1953

3C-4

W. R. Gracie Company
437 N. W. 16th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 accepted your proposal to install traffic signal installation at intersections of Powell Boulevard with Main Street and S. E. Roberts Street on the Mt. Hood Highway in Gresham in Multnomah County, for the sum of \$6,122, and on the same day awarded contract No. 3941 to you subject to the City of Gresham paying one-half of the cost of the project. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone conversation to you of this

date.

Very truly yours,

H. B. Glaseyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

jmc

cc: W. M. Franzwa, SIAC
H. G. Smith
Goldie Lewis
S. H. Probert
G. S. Paxson
Cecil Head

RECEIVED
1953
FOR FILING

file

26-1611
3921

MISC. CONTRACTS and
AGREEMENTS No. 1458

Salem, Oregon
April 16, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Gresham covering traffic signal installation along Mt. Hood Highway (Powell Boulevard) at intersection with Main and Roberts.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Gresham, Oregon.

Yours very truly,

Acting Secretary

rn
Attach: 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 2, 1953

SUBJECT: Assignment #4103

To: Mr. W. C. Williams
OFFICE

RECEIVED TO
Query
By Asst. Chief Engineer
For Comm approval.

Herewith three copies of an agreement covering the proposed traffic signal installation along the Mt. Hood Highway (Powell Boulevard) at its intersection with Main and Roberts Avenues.

The city's advance deposit of \$3,000 has been received and transferred to Mr. Glaisyer.

The above installation was approved by the Commission at its February 17-18 meeting.

Jan 21

This completes Assignment #4103.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange

Robert H. Prange
Office Engineer

NOTED
W. C. WILLIAMS

RHP:MM
Encl.

AUTHORIZED BY HIGHWAY COMMISSION

DATE 1-21-53 Minute page 18

Lloyd Querry
acting Secretary

RECEIVED
APR 3 1953
STATE HIGHWAY ENGINEER

RECEIVED
1953
FOR FILING

26-1611
27-1

April 16, 1953

Mrs. Lucille Erickson,
City Recorder
City Hall
Gresham, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Gresham covering traffic signal installation along Mt. Hood Highway (Powell Boulevard) at intersection with Main and Roberts.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FM
Enc. 1

RECEIVED

FOR FILING

FORM E-30X 28M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 10, 1953

SUBJECT:

To:

Mr. H. B. Glaisyer
Secretary

Enclosed please find Warrant No. 3453 from the City of Gresham in the amount of \$945.87.

This warrant is to cover additional share of city's cost for installation of traffic lights in the City of Gresham. The city has previously deposited \$3,000. This clears this project.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

HCA:MM
Encl.

cc: Mr. W. C. Williams ✓
Mr. C. H. Maison

RECEIVED
FOR FILING

FORM 5-50X 22M 11-50 44702

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1953

SUBJECT:

Preparation of State-City Agreement -
Proposed Traffic Signal Installation,
Powell Boulevard (US26), Gresham

To:

C. W. Enfield
Legal Department

At its February meeting, the State Highway Commission approved the installation of traffic signals at two intersections on Powell Boulevard (US26) in the City of Gresham. Will you please prepare the necessary State-City Agreement.

In the way of material to be included in the agreement, I offer the following:

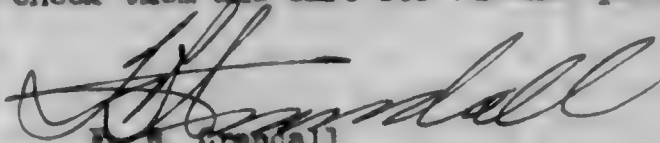
1. The highway involved is the Mt. Hood Highway, No. 26, US26.
2. The intersections involved are those at Powell Boulevard (US26) with Main Avenue and S. Roberts Avenue.
3. It is planned to install a fixed time traffic signal at the intersection of Powell Boulevard and Main Avenue and a semi-actuated traffic signal at the intersection of Powell Boulevard and S. Roberts Avenue. These signals will be interconnected and will be installed as per the attached plans.
4. The estimated cost of the installation is \$6,000.
5. The State shall make the installation either with its own forces or by contract and in the first instance pay all costs thereof. The final cost shall be shared equally by the City and the State.
6. The City, when returning the signed agreements, shall submit its check for one-half the estimated cost of the installation.
7. The City shall maintain the signals after installation and pay for all electric energy consumed. The City shall make no change in the timing program established by the State without prior approval in writing from the State.
8. It is agreed between the two parties to the agreement that at such time as the material installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as the original installation.

9. The City shall pass ordinances or resolutions providing for the following:

- (a) That all parking be prohibited on the west side of Main Avenue for a distance of 25 feet north of the north property line of Powell Boulevard.
- (b) That parallel parking only be allowed on the east side of S. Main Avenue for a distance of 60 feet south of the south property line of Powell Boulevard.
- (c) That N. Main Avenue be made one-way southbound between N. E. Tenth Drive and Powell Boulevard.
- (d) That N. Roberts Avenue be one-way northbound from Powell Boulevard to N. E. Tenth Drive.

Copies of these ordinances shall be submitted with the signed agreements.

If, after preparation, you will submit the agreements to this office through Mr. Williams's office, we will check them and care for further processing.


H. B. Crandall
Traffic Engineer

VJ:jl
Attachment

cc - W. C. Williams ✓
J. W. Cattrall

MAR 6 1953
FOR FILING

3-h

February 20, 1953

Mr. Roy Burton, Chairman
Gresham Fire and Police Committee
Gresham, Oregon

Dear Mr. Burton:

Reference is made to your letter of December 9, 1952 regarding installation of traffic signals at the intersection of Main Street and S. E. Roberts Avenue with Powell Boulevard. A report on this subject was recently rendered to the State Highway Commission by the State Highway Engineer, based on investigations of which you have knowledge.

In his report the Engineer recommended installation of two inter-connecting fixed-time traffic signals at the locations mentioned which he estimated would cost about \$6,000, on the condition that the city would pay 50 percent of the expenses involved and will adopt necessary ordinances to prohibit the parking of cars at certain locations in order to obtain maximum benefit from the operation of the signals. You will be pleased to know that the Highway Commission approved the recommendation.

A form of agreement covering the arrangement between the city and State is now being prepared in this office and will be forwarded to you shortly for acceptance. This agreement will contain the details with respect to the parking prohibitions.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:chr

cc F. B. Crandall

RECEIVED
JAN 14 1953
FOR FILING

January 14, 1953

Oregon State Highway Commission

Gentlemen:

Mr. Larry Pendergrass, Chairman of the Citizens Committee of Gresham and the City of Gresham, through Mr. Ray Burton, Chairman of the Fire and Police Committee, have requested that the State Highway Commission study conditions at the intersection of Powell Boulevard (US26) and Main Street in their city. This has been done and subsequent to the investigation the matter has been discussed with proper city officials. In the event that you approve the recommendation contained herein, the City of Gresham is willing to participate with the State Highway Commission in the placement of traffic signals.

The investigation centered around the problem of handling traffic in a safe and expeditious manner on US26, Powell Boulevard, in the city of Gresham. The central portion of the business district lying along Powell Boulevard is between Main Street and S. E. Roberts Avenue. Vehicular and pedestrian counts were made at the intersections of Main Street and Roberts Avenue with Powell Boulevard, and it was found that not only the total vehicular volumes at the intersections but also the volumes entering from the side streets and the pedestrian volumes met the standard warrants for signalization. It is therefore recommended that two inter-connected fixed-time traffic signals be installed at the intersections of Main Street and S. E. Roberts Avenue with Powell Boulevard at a total cost of \$6,000, to be shared equally by the City and State, the installation of such signals to be contingent upon the City passing necessary parking prohibitions to implement optimum operation of the signals. Funds to cover are available in 1953 betterment budget under item "Traffic Signal Projects", Miscellaneous Unclassified Projects.

As a result of this investigation and further discussions with the City, they have seen fit to make Main Street a one-way street southbound and S. E. Roberts Avenue a one-way street northbound. Such action on the part of the city will materially enhance the operation of the signals and lessen the hazard to traffic on US26. This matter will be on the next agenda for your consideration.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc Mr. F. B. Crandall
JAH:jf 1g

CITY OF GRESHAM

Recorder's Office

December 9, 1952

COPY

F. B. Crandall
State Traffic Engineer
State Highway Building
Salem, Oregon

Dear Mr. Crandall:

Late in November, we made a request to your office for one of your field engineers to make a study of our traffic problem here in Gresham. Your Mr. Johnson called on Dec. 2nd and spent several hours going over our streets. He made some recommendations and said he would send us a drawing or plan showing the proper street markers and signs and the proper height; recommending that we make our N. E. Roberts Ave. north of Powell Blvd., one way north, and our N. Main Ave., one way south, with stop lights on both of these streets on their intersection with Powell Blvd.

He also told us that the engineers had approved of the lights, if the commission would pass them on the basis that we stand fifty per cent of the expense which would be approximately \$3,000.00 for the two lights.

At our regular monthly December meeting, this plan was approved by the Council. We would like to have your Mr. Johnson send a plan of the proposed changes so we could study this some before the lights are installed, and could you also give us the approximate date as to when the lights might be installed.

We are greatly appreciative of your cooperation in this matter.

Very truly yours,

CITY OF GRESHAM

/s/

Roy Burton, Chairman
Fire and Police Committee

RB:le

PLEASE RETURN TO
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 18, 1952

To: Mr. W. C. Williams

SUBJECT: Investigation of Warrant
for Traffic Signals
Powell Boulevard (US26)
Gresham

NOTED
W. C. WILLIAMS

Attached is correspondence from this office on the above subject and a detailed report wherein we recommend the installation of two traffic signals, the prohibition of parking at the intersection of Main and Powell Boulevard, and reestablishment of a truck route.

In the event that you concur in the recommendations contained in the attached report, it is suggested that the matter be referred to the State Highway Commission for their approval and authorization of the expenditure of \$6,000 for the installation of the traffic signals on our usual 50-50 basis.

These recommendations have not been discussed with the City but they have been discussed with the Citizens Committee of the Gresham Chamber of Commerce. Our representative did drive the truck route and advises that paved streets exist but there may be some need for pavement strengthening on N.E. 10th Drive and N.E. 8th Street between N.E. Roberts Avenue and N.E. Cleveland Avenue.

F. B. Crandall
F. B. Crandall
Traffic Engineer

JAH:Mgt
Attachments

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November, 1952

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Powell Boulevard (US26) - Gresham

Recommendation:

As a result of this investigation, the following recommendations are made:

1. That parking be prohibited as shown on the attached plan.
2. That the truck route which now enters Powell Boulevard at North Roberts Avenue be changed so that it enters at Cleveland Avenue.
3. That traffic signals be installed at the intersections of Powell Boulevard with Main Street and South Roberts Avenue at an estimated cost of \$6,000.00.

Historical Background:

A flashing beacon was installed at the intersection of Powell Boulevard and Main Street in July, 1938. This investigation and report is in response to a request from Mr. Larry Pendergrass of the Citizens Committee of Gresham.

Investigation:

The central portion of the business district at Gresham lies along Powell Boulevard between Main Street and South Roberts Avenue. Main Street forms the principal connection to the areas to the north and to the Columbia River Highway. North Roberts Avenue also connects with the areas to the north and forms a portion of the truck route between Portland and points to the east. Powell Boulevard, the width of which varies from 41 to 46 feet, is the route of the Mt. Hood Highway and in 1951 carried an average daily traffic of 11,194 vehicles in this section. The indicated speed throughout the section is 20 MPH. Parallel parking is in force on Powell Boulevard.

Vehicle and pedestrian movements were counted at the three intersections studied. The volume data are summarized in the table below:

<u>Intersection</u>	<u>24-Hour Total Volume</u>	<u>% From Cross Street</u>	<u>Pedestrians Crossing US26</u>
Main Street	10,789	29	1771
N. Roberts Avenue	12,035	17	1002
S. Roberts Avenue	11,317	18	683

From the tabulation it will be noted that the largest total volume is at the North Roberts Avenue intersection. The heaviest pedestrian volumes are at Main Street and a slightly larger portion of the total traffic stream enters the intersection from side streets at South Roberts Avenue.

There are attached collision diagrams portraying the accident records of the three intersections studied. The accident records are summarized in the table below:

Accident Record 1/1/46 to 7/31/52

<u>Intersection</u>	<u>Total Accidents</u>	<u>Persons Injured</u>	<u>Preventable Accidents</u>
Main Street	40	8	10
N. Roberts Avenue	18	3	9
S. Roberts Avenue	28	5	13

The Main Street intersection had more accidents than either of the other two. The eight injuries at this intersection all involved pedestrians. The largest number of accidents that might have been prevented by signals occurred at the South Roberts Avenue intersection. From the collision diagram it is seen that a large portion of the accidents at the Main Street intersection involved vehicles making turning movements.

In the table below the results of the investigation are summarized in terms of the standard signal warrants for urban intersections as formulated by the American Association of State Highway Officials:

<u>Item</u>	<u>Powell & Main</u>	<u>Powell & N. Roberts</u>	<u>Powell & S. Roberts</u>	<u>Minimum Warrant</u>
<u>Total Volume Warrant:</u>				
Ave. Hourly Total Volume (Max. 8 Hrs.)	712	807	737	750
Ave. Hourly Cross-Street Volume (Max. 8 Hrs.)	215	162	134	175
<u>Pedestrian Warrant:</u>				
Ave. Hourly Ped. Volume Across Main St. (Max. 8 Hrs.)	172	94	69	250
Ave. Hourly Veh. Volume on Main St. (Max. 8 Hrs.)	507	645	592	600
<u>Accident Warrant:</u>				
Preventable Accidents (Last 12 Months)	0	0	3	5

From the tabulation it is seen that none of the three intersections meet the standard signal warrants. In all cases the total volume warrant is closely approached and in the case of the Main Street intersection the pedestrian warrant is also approached. Because the volumes come so close to the warrant values, traffic signals could be recommended at any of the three intersections.

In planning a traffic signal system, consideration must be given not only to the traffic volumes at the various intersections studied, but also to the effect that such signalization would have on the flow of traffic on the main street. Adequate progression can be given only if the distance between a pair of signals is sufficient enough to provide for a reasonable speed. The distance between Main Street and North Roberts Avenue is 320 feet. The distance between Main Street and South Roberts Avenue is 460 feet. This 460-foot distance would provide a 16 MPH progressive speed using the 40 second cycle. This is the lowest cycle that can be used where pedestrian volumes are relatively heavy.

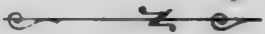
It is recommended that a fixed time traffic signal be installed at the Main Street intersection. In order to shorten the crosswalk and to allow the use of the shorter cycle, it will be necessary to construct an island as shown on the plan. It is further recommended that a semi-actuated signal be installed at the South Roberts Avenue intersection. To provide progressive control of traffic, it will be necessary to interconnect the two signals. The total cost of the signal system is estimated to be \$6,000.00.

With the Main Street and South Roberts Avenue intersection signalized, vehicles will experience considerable difficulty in entering Powell Boulevard from North Roberts Avenue. As is stated above, North Roberts Avenue is a truck route at the present time. It is recommended that the truck route be extended to Cleveland Avenue to eliminate this difficulty. Consideration can then be given to signalization of the intersection of Cleveland Avenue and Powell Boulevard.

The recommendation in regard to the traffic signal installation is predicated on prohibition and control of parking as shown on the plans. At the present time a large portion of these parking prohibitions are in effect. For proper operation of the traffic signals, it will be necessary that all of the parking prohibitions shown be put into effect.

VJ:mm
Attachments

Proposed Extension of Truck Route



CONDITION DIAGRAM
Powell Blvd. at Main & Roberts Sts.
GRESHAM

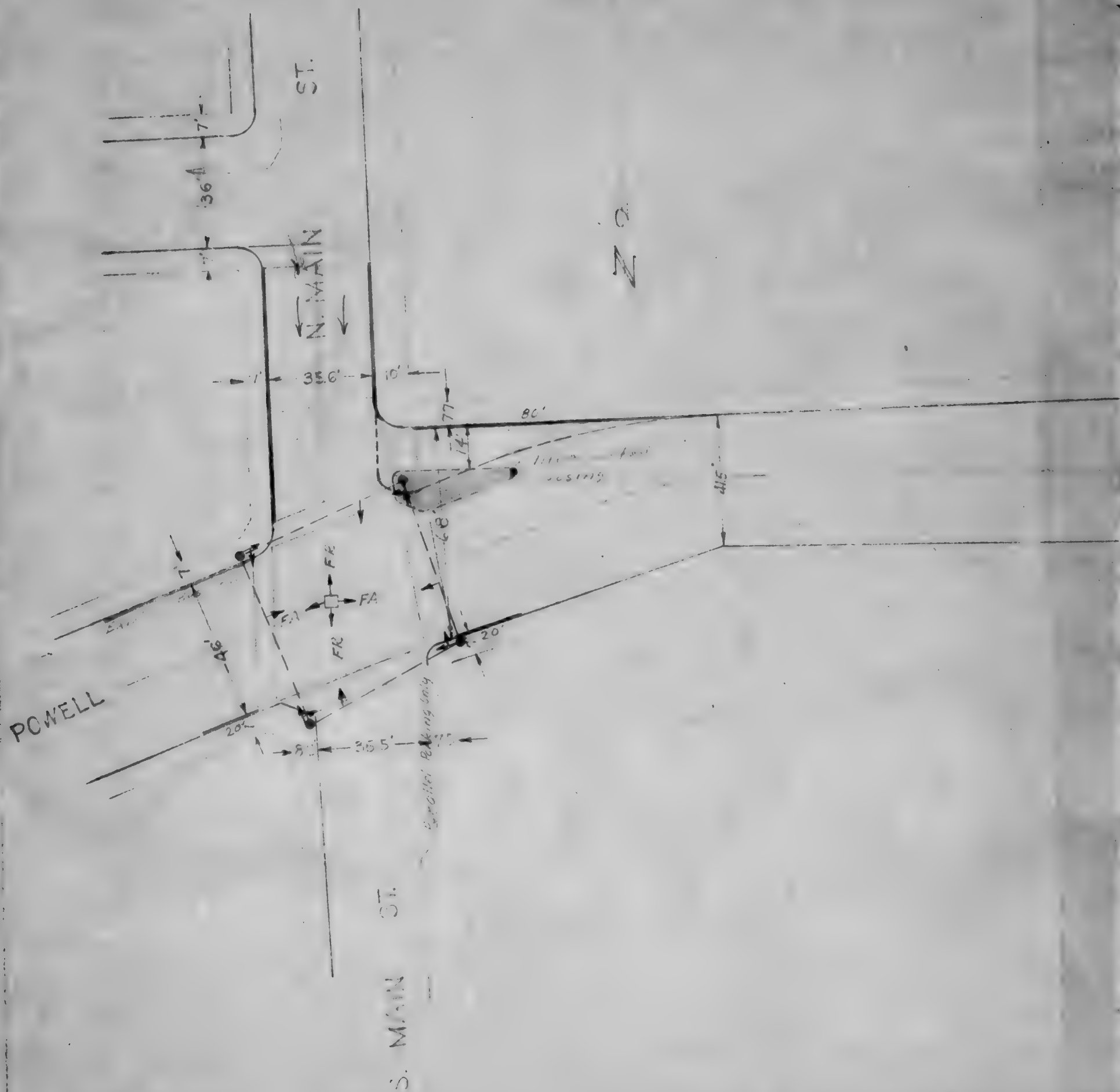
Scale: 1" = 40'



NO FADING

3514

9. 10. 52

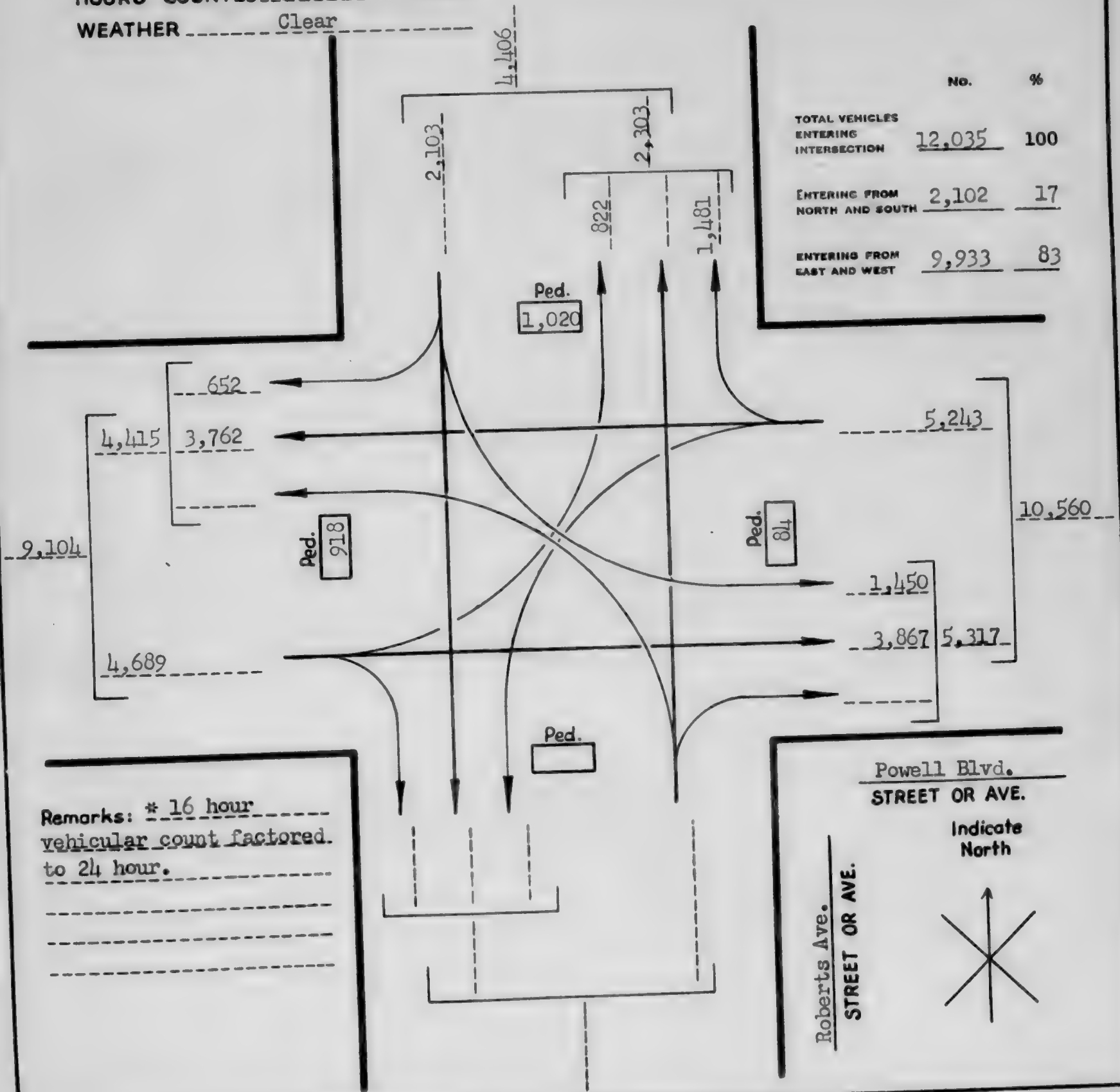


OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 1 & 2, 1952
DAY OF WEEK Wed. & Thurs.
ACTUAL COUNT (VEH.) 16 HRS.*
HOURS COUNTED 6 A.M. - 10 P.M.
PEDESTRIAN COUNT 16 HRS
HOURS COUNTED 6 A.M. - 10 P.M.
WEATHER Clear

CITY OF Gresham
INTERSECTION OF Powell Blvd. Roberts Ave.
STATION NO (West Leg)
CODE NO _____
CLASSIFICATION All Vehicle



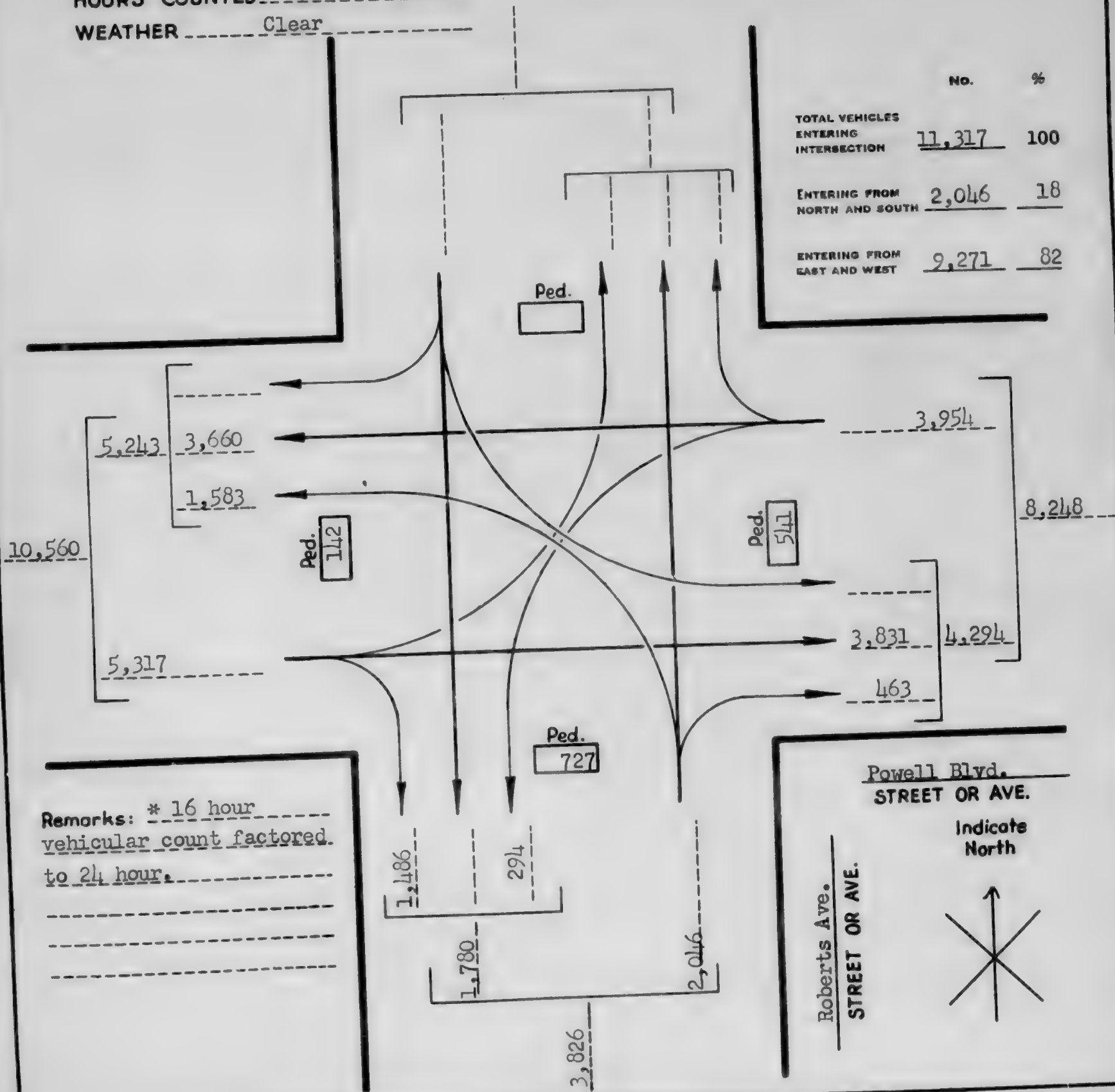
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 1 & 2, 1952
DAY OF WEEK Wed. & Thurs.
ACTUAL COUNT (VEH.) 16 HRS.*
HOURS COUNTED 6 A.M. - 10 P.M.
PEDESTRIAN COUNT 16 HRS
HOURS COUNTED 6 A.M. - 10 P.M.
WEATHER Clear

CITY OF Gresham
INTERSECTION OF Powell Blvd. Roberts Ave.
STATION NO (East Leg)
CODE NO _____
CLASSIFICATION All Vehicle

	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	<u>11,317</u>	<u>100</u>
ENTERING FROM NORTH AND SOUTH	<u>2,046</u>	<u>18</u>
ENTERING FROM EAST AND WEST	<u>9,271</u>	<u>82</u>



Remarks: * 16 hour
vehicular count factored
to 24 hour.

Powell Blvd.
STREET OR AVE.

Indicate
North

Roberts Ave.
STREET OR AVE.



OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date October 1 & 2, 1952
Day of week Wednesday and Thursday
Hours counted 6 A.M. - 10 P.M.
Weather Clear

Classification All Vehicle

City of Gresham
Intersection Powell Blvd. & Roberts Ave.
Station number (East Leg)
Code number

SUMMARY BY MOVEMENTS													SUMMARY BY LEGS				PEDESTRIANS							
TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	
6:00-7:00							217	179	2	12	4	45	459	57	12	402	88							2
7:00-8:00							182	234	6	18	58	132	630	150	24	480	76							7
8:00-9:00							164	255	10	18	90	121	658	139	21	519	79							48
9:00-10:00							224	247	16	25	77	105	694	130	19	564	81							27
10:00-11:00							195	267	5	15	62	86	630	101	16	529	84							24
11:00-12:00							195	221	11	17	77	83	604	100	17	504	83							22
12:00-1:00							233	203	17	29	86	103	671	132	20	539	80							43
1:00-2:00							203	198	20	30	99	118	668	148	22	520	78							52
2:00-3:00							267	283	15	11	49	79	704	90	13	614	87							50
3:00-4:00							254	319	10	29	93	107	812	136	17	676	83							64
4:00-5:00							274	230	22	39	245	124	934	163	17	771	83							50
5:00-6:00							177	213	21	41	157	119	728	160	22	568	78							14
6:00-7:00							222	244	21	27	82	87	683	114	17	569	83							14
7:00-8:00							245	189	32	51	74	66	657	117	18	540	82							7
8:00-9:00							177	129	45	46	47	39	482	85	18	398	82							14
9:00-10:00							98	72	14	13	51	25	273	38	14	235	86							14
10:00-11:00																								
11:00-12:00																								
12:00-1:00																								
1:00-2:00																								
2:00-3:00																								
3:00-4:00																								
4:00-5:00																								
5:00-6:00																								
24-Hour total							3660	3831	294	463	1486	1583	11317	2046	18	9271	82							54
16-Hour total							3327	3483	267	421	1351	1439	10288	1860	18	8428	82							
-Hour total																								
Control																								
Factor																								

Tabulated by

Computed by

Robert's Avenue

St. is North and South

Powell Blvd.

St. is East and West

Tabulated by

Computed by

Checked by

Checked by

SUMMARY OF TRAFFIC COUNT

Wednesday and Thursday

6 A.M. - 10 P.M.

Clear

Classification All Vehicle

City of Gresham
Intersection Powell Blvd. & Roberts Ave.
Station number (East leg)
Code number

Code number

SUMMARY BY MOVEMENTS											SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
				217	179	2	12	4	45	459	57	12	402	88		410	445	63		2	2	4
				182	234	6	18	58	132	630	150	24	480	76		440	606	214		7	3	21
				164	255	10	18	90	121	658	139	21	519	79		447	630	239		48	-	49
				224	247	16	25	77	105	694	130	19	564	81		512	653	223		27	8	3
				195	267	5	15	62	86	630	101	16	529	84		482	610	168		24	17	39
				195	221	11	17	77	83	604	100	17	504	83		444	576	188		22	8	52
				233	203	17	29	86	103	671	132	20	539	80		482	625	235		43	18	63
				203	198	20	30	99	118	668	148	22	520	78		451	618	267		52	17	75
				267	283	15	11	49	79	704	90	13	614	87		576	678	154		58	23	74
				254	319	10	22	93	107	812	136	17	676	83		612	773	239		89	17	88
				274	230	22	39	245	124	934	163	17	771	83		565	873	430		64	14	79
				177	213	21	41	157	119	728	160	22	568	78		452	666	338		58	13	93
				222	244	21	27	82	87	683	114	17	569	83		514	635	217		14	-	14
				245	189	32	51	74	66	657	117	18	540	82		517	574	223		7	2	13
				177	129	45	46	47	39	482	85	18	398	82		397	392	177		12	-	18
				98	72	14	13	51	25	273	38	14	235	86		197	246	103			-	8
				3660	3831	294	463	1486	1583	11317	2046	18	9271	82		8248	10560	3826		541	142	727
				3327	3483	267	421	1351	1439	10288	1860	18	8428	82		7498	9600	3478				
Tabulated by											Computed by											

Checked by

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division
SUMMARY OF TRAFFIC COUNT

Date October 1 & 2, 1952
Day of week Wednesday & Thursday
Hours counted 6 A.M. - 10 P.M.
Weather Clear

Classification All Vehicle

City of Gresham
Intersection Powell Blvd. & Roberts A
Station number (West Leg)
Code number

SUMMARY BY MOVEMENTS														SUMMARY BY LEGS						PEDESTRIAN			
TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East
6:00-7:00	23	26	5	8			236	160					458	28	6	430	94	62	445	409		1	
7:00-8:00	14	70	6	33			244	248					645	50	8	595	92	153	606	531		26	
8:00-9:00	68	67	15	39			218	277					684	83	12	601	88	189	630	549		42	
9:00-10:00	49	107	32	32			222	275					717	81	11	636	89	220	653	561		49	
10:00-11:00	82	91	45	49			190	247					704	94	18	577	82	267	610	531		93	
11:00-12:00	70	61	24	55			217	228					655	127	14	561	86	210	576	524		86	
12:00-1:00	77	113	49	48			223	212					722	126	17	596	83	287	625	532		126	
1:00-2:00	87	121	46	54			200	210					718	133	19	585	81	308	618	510		77	
2:00-3:00	129	130	63	84			216	203					825	192	23	633	77	406	678	566		135	
3:00-4:00	108	112	60	69			249	304					902	168	19	734	81	349	773	682		87	
4:00-5:00	156	133	87	103			265	319					1063	243	23	820	77	479	873	774		104	
5:00-6:00	141	122	66	70			174	229					802	207	26	595	74	399	666	539		98	
6:00-7:00	108	92	38	34			217	218					707	146	21	561	79	272	635	507		42	
7:00-8:00	64	48	23	34			263	199					631	87	14	544	86	169	574	519		28	
8:00-9:00	64	34	19	20			182	112					431	83	19	348	81	137	392	333		18	
9:00-10:00	48	19	15	15			104	75					276	63	23	213	77	97	246	209		8	
10:00-11:00																							
11:00-12:00																							
12:00-1:00																							
1:00-2:00																							
2:00-3:00																							
3:00-4:00																							
4:00-5:00																							
5:00-6:00																							
24-Hour total	1450	1481	653	822			3762	3867					12035	2102	17	9933	83	1406	10560	9104		1020	
Hour total	1318	1346	593	747			3420	3516					10940	1911	17	9029	83	14004	9600	8276			
-Hour total																							
Control																							
Factor																							

Tabulated by
Computed by

Tabulated by

Computed by

Checked by

Checked by

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

October 1 & 2, 1952
Wednesday & Thursday
6 A.M. - 10 P.M.

Classification All Vehicle

City of Gresham
Intersection Powell Blvd. & Roberts Ave.
Station number (West Leg)
Code number

SUMMARY BY MOVEMENTS											SUMMARY BY LEGS						PEDESTRIANS USING CROSSWALKS					
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
5	8			236	160					458	28	6	430	94	62	445	409		1	2	3	
6	33			244	248					645	50	8	595	92	153	606	531		26	4	27	
15	39			218	277					684	83	12	601	88	189	630	549		42	2	52	
32	32			222	275					717	81	11	636	89	220	653	561		49	9	63	
45	49			190	247					704	127	18	577	82	267	610	531		93	12	81	
24	55			217	228					655	94	14	561	86	210	576	524		86	5	83	
49	48			223	212					722	126	17	596	83	287	625	532		126	13	108	
46	54			200	210					718	133	19	585	81	308	618	510		77	10	87	
63	84			216	203					825	192	23	633	77	406	678	566		135	6	102	
60	69			249	304					902	168	19	734	81	349	773	682		87	13	96	
87	103			265	319					1063	243	23	820	77	479	873	774		104	7	97	
66	70			174	229					802	207	26	595	74	399	666	539		98	-	72	
38	34			217	218					707	146	21	561	79	272	635	507		42	-	23	
23	34			263	199					631	87	14	544	86	169	574	519		28	-	12	
19	20			162	112					431	83	19	348	81	137	392	333		18	1	8	
15	15			104	75					276	63	23	213	77	97	246	209		8	-	4	
553	822			3762	3867					12035	2102	17	9933	83	1406	10560	9104		1020	84	918	
593	747			3420	3516					10940	1911	17	9029	83	1004	9600	8276					
Tabulated by																						
Computed by																						

Tabulated by

Computed by

Checked by

Checked by

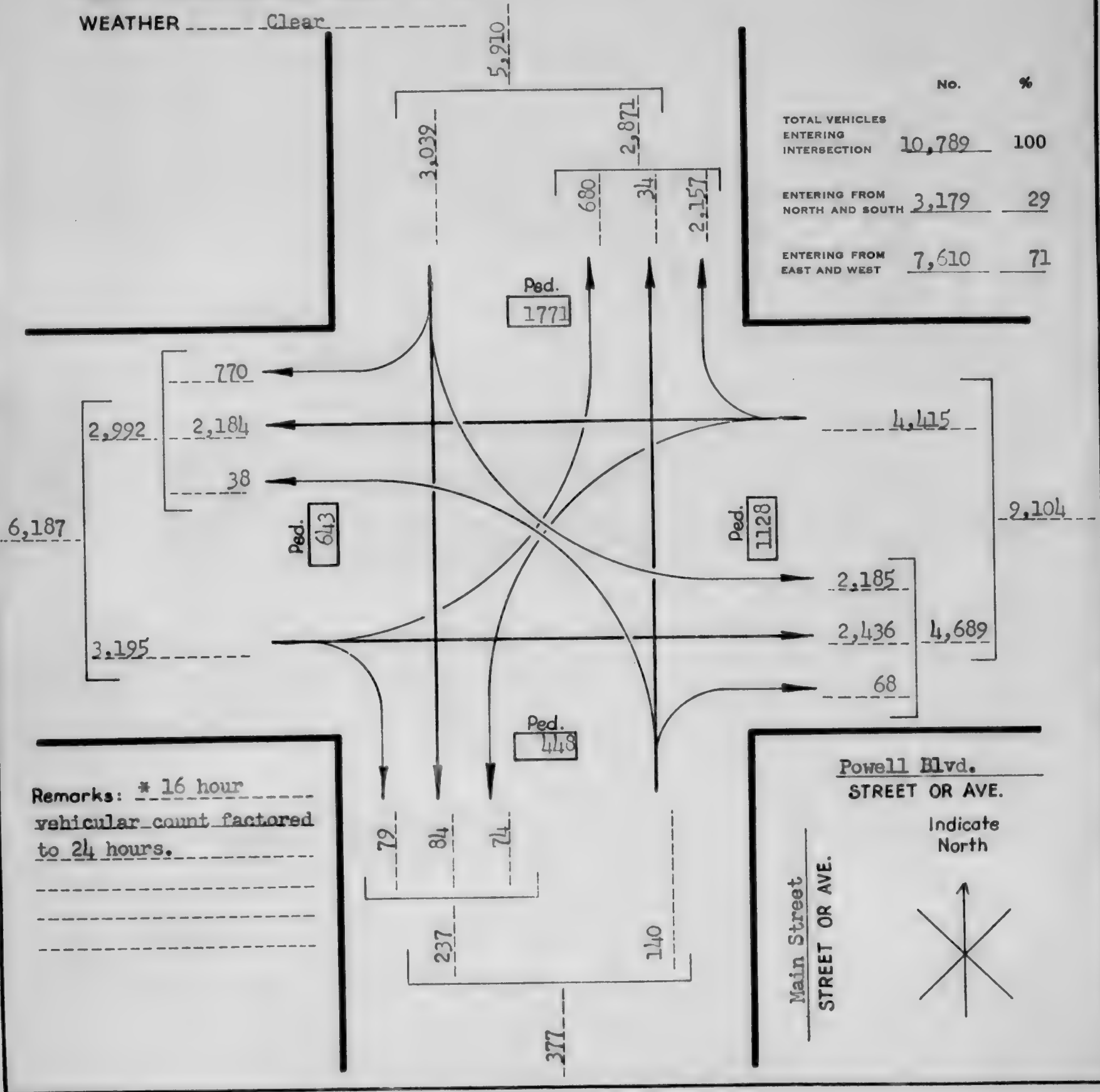
arts Ave.
ell Blvd.
St. is North and South
is East and West

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE September 3 and 4, 1952
DAY OF WEEK Wed. and Thur.
ACTUAL COUNT (VEH.) 16 HRS. *
HOURS COUNTED 6-2 Wed., 2-10 Thur.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6-2 - 2-10
WEATHER Clear

CITY OF Gresham
INTERSECTION OF Powell & Main
STATION NO. _____
CODE NO. _____
CLASSIFICATION All Vehicles



OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date September 3 and 4, 1952
Day of week Wednesday and Thursday
Hours counted Wed. 6-2, Thur. 2-10
Weather Clear

Classification All Vehicles

City of Gresham
Intersection Powell and Main
Station number
Code number

TIME	SUMMARY BY MOVEMENTS								SUMMARY BY LEGS				PEDESTRIANS	
	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East
6:00-7:00	62	131	25	51	6	1	104	104	97	19	401	81	276	409
7:00-8:00	123	108	51	67	6	1	133	150	189	29	471	71	356	531
8:00-9:00	143	107	40	46	6	2	121	171	196	30	456	70	344	549
9:00-10:00	145	131	63	43	4	2	118	157	220	32	462	68	388	561
10:00-11:00	129	99	51	48	4	5	130	165	195	30	451	70	336	531
11:00-12:00	128	115	47	48	8	3	123	148	193	30	445	70	349	524
12:00-1:00	120	119	52	32	8	2	148	132	194	31	440	69	333	532
1:00-2:00	114	109	38	44	5	2	134	145	167	28	512	72	312	510
2:00-3:00	114	134	51	55	6	2	139	169	182	26	512	74	362	566
3:00-4:00	170	149	70	51	7	2	155	200	260	31	568	69	449	682
4:00-5:00	193	153	58	50	6	4	194	223	267	30	627	70	464	774
5:00-6:00	155	108	44	18	4	-	130	142	207	34	404	66	329	539
6:00-7:00	133	145	48	27	4	2	109	116	190	32	403	68	359	507
7:00-8:00	135	159	36	23	1	1	123	97	174	30	407	70	355	519
8:00-9:00	69	121	19	9	1	1	78	61	95	26	271	74	220	333
9:00-10:00	53	73	7	6	-	1	46	35	64	29	160	71	140	209
10:00-11:00														
11:00-12:00														
12:00-1:00														
1:00-2:00														
2:00-3:00														
3:00-4:00														
4:00-5:00														
5:00-6:00														
24-Hour total	1986	1961	700	618	76	31	1985	2215	2890	29	6918	71	5372	8276
16-Hour total	2185	2157	770	680	84	34	2184	2436	3179	29	7610	71	5910	9104
24-Hour total														
Control . . .														
Factor . . .														

Tabulated by

Computed by

Checked by

Checked by

Main

Powell

St. is North and South

St. is East and West

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

September 3 and 4, 1952
Wednesday and Thursday
6-2, Thur. 2-10

Classification All Vehicles

City of Gresham
Intersection Powell and Main
Station number
Code number

SUMMARY BY MOVEMENTS										SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
51	6	1	104	104	6	2	5	1	498	97	19	401	81	276	409	290	21	18	15	17	15
67	6	1	133	150	9	8	4	-	660	189	29	471	71	356	531	405	28	47	31	37	21
46	6	2	121	171	5	2	6	3	652	196	30	456	70	344	549	387	24	46	102	41	25
43	4	2	118	157	5	5	8	1	682	220	32	462	68	388	561	390	25	263	184	61	
48	4	5	130	165	6	2	3	4	646	195	30	451	70	336	531	401	29	129	109	59	37
48	8	3	123	148	3	7	8	-	638	193	30	445	69	349	524	374	31	105	91	80	69
32	8	2	148	132	3	8	4	4	634	194	31	440	72	333	532	372	31	105	91	80	69
44	5	2	134	145	3	5	5	3	607	167	28	440	72	312	510	369	23	136	73	56	50
55	6	2	139	169	6	4	9	3	694	182	26	512	74	362	566	428	32	167	116	45	38
51	7	2	155	200	5	3	8	8	828	260	31	568	69	449	682	492	33	230	116	71	14
50	6	4	194	223	5	6	2	-	894	267	30	627	70	464	774	527	23	151	74	16	15
18	4	-	130	142	2	2	4	2	611	207	34	404	66	329	539	340	14	58	46	18	14
27	4	2	109	116	1	3	5	-	593	190	32	403	68	359	507	305	15	52	13	8	9
23	1	1	123	97	1	1	1	-	581	174	30	407	70	355	519	280	8	40	25	9	6
9	1	1	78	61	2	2	-	1	366	95	26	271	74	220	333	170	9	16	11	3	
6	-	-	46	35	-	-	-	-	224	64	29	160	71	140	209	95	4	4	9	3	
618	76	31	1985	2215	67	62	72	35	9808	2890	29	6918	71	5372	8276	5625	343	1771	1128	643	448
680	84	34	2184	2436	74	68	79	38	10789	3179	29	7610	71	5910	9104	6187	377				

Tabulated by
Computed by

Tabulated by

Computed by

Checked by

Checked by

ain St. is North and South
owell St. is East and West

K
O
I
N

CBS Studios and Offices
New Heathman Hotel
Portland, Oregon

August 14, 1952

Mr. F. B. Crandall
State Highway Department
Highway Building
Salem, Oregon

Dear Bruce:

I am enclosing a letter from Mr. Pendergrass
of Gresham which I talked with you the other day.
I will personally appreciate anything that may be
done to help these people.

Sincerely,

John L. Carpenter
Director of Special Events
K O I N

jlc
/
w

enc

COPY

PENDERGRASS BUICK CO.

Corner of Second and Elliott Streets

Gresham, Oregon

August 12, 1952

Mr. Johnny Carpenter
Radio Station KOIN
New Heathman Hotel
Portland, Oregon

Dear Johnny:

Referring to our telephone conversation, I would like to carry on by outlining to you a traffic problem that we here in Gresham feel is becoming quite a serious hazard.

As you know, Powell Boulevard is a state highway and just recently has been recognized as U. S. Highway #26, becoming a short, fast route to California. As a result of this combination, traffic is increasing continuously and, as is evident, during peak rush periods becomes quite congested and dangerous to both cars and pedestrians. To make matters worse insofar as regulation is concerned, Powell Boulevard, which is Gresham's main thoroughfare, is fed heavy cross traffic from two contributing offset arteries - Main Street and Roberts Street.

It appears to us that a proper set of stop-and-go signal lights that would regulate both car and pedestrian travel would greatly assist in alleviating the critical situation. It is because of this existing condition, which can't help but worsen without efficient regulation, that I am appealing to you for whatever assistance you may give in bringing this problem to the attention of the proper authorities.

Thanks to you for your kind favors of the past.

Sincerely yours,

Larry Pendergrass
Citizens Committee of Gresham

LAP LM

P. S. I feel a personal visit by some authorized person or persons for an "on the spot" inspection is necessary.

LAP

COPY

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of GRESHAM County MULTNOMAH
Intersection of POWELL BLVD and MAIN ST.
Highway Number US 26
Period Covered 1-1-47 7-31-52
Compiled by C.S. Drawn by J.I.T. Date 11-10-52

LEGEND

- Person Killed
- ←--- Pedestrian Killed
- Person Injured
- △--- Pedestrian Injured
- ↑ Property Damage Only
- ↑↑ Collision - Rear-end
- ↑↑ Collision - Head-on
- ↑↑ Collision - Sideswipe

- △--- Path of Pedestrian
- ← Path of Vehicle
- △--- Path of Animal
- ↑ Vehicle Moving
- ↑ Vehicle Stopped
- ↑ Vehicle Backing
- Properly Parked
- Improperly Parked
- ↑ Vehicle Overturned
- ↑ Vehicle Skidded

POWELL BLVD
26

MAIN ST.

26

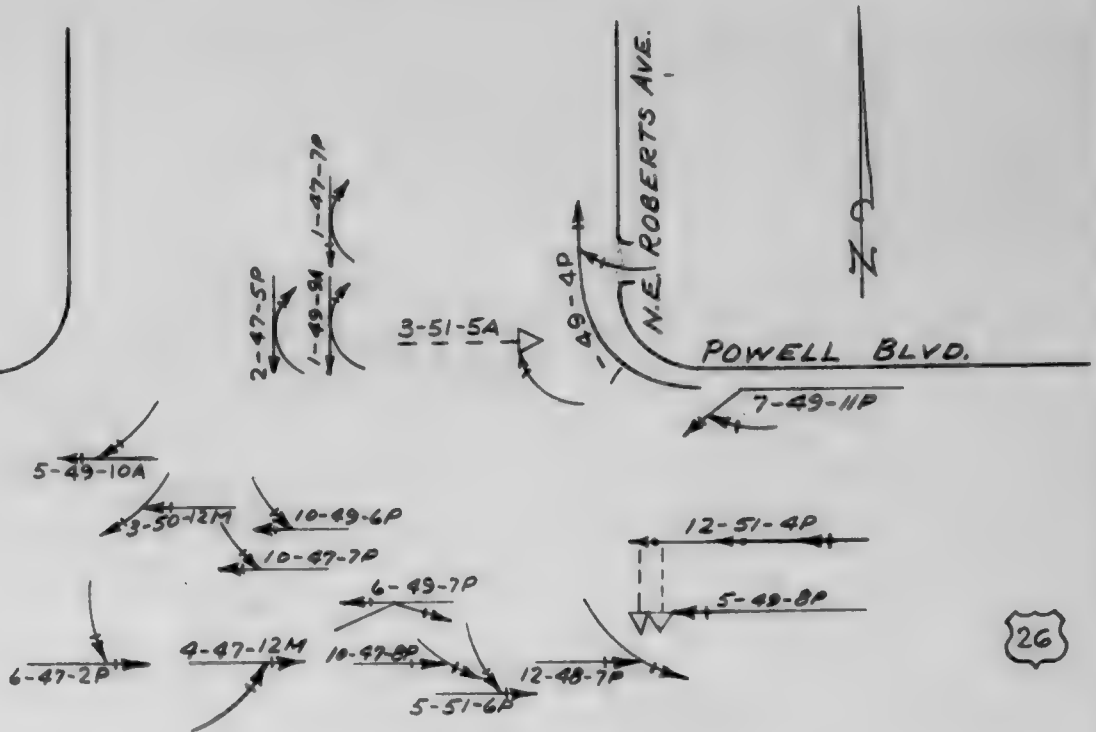
Collision Type	1947-1948				1949-1950				1951				7 Mo. 1952				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end			1	1			2	2											3	3
Sideswipe																				
Turning Movement			4	4			14	14			2	2			1	1			2	2
Parking											1	1							1	1
Non-collision																				
Fixed Object							1	1											1	1
Pedestrian		3		3		3		3		1		1		1		1		8		8
Backing			2	2			4	4											6	6
Misc.																				
TOTAL		3	7	10		3	21	24		1	3	4		1	1	2		8	32	40

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of GRESHAM County MULTNOMAH
Intersection of POWELL BLVD. and N.E. ROBERTS AVE.
Highway Number US 26
Period Covered 1-1-47 * 7-31-52
Compiled by C.S. Drawn by ME Date 10-30-52

LEGEND

- Person Killed
- ←--- Pedestrian Killed
- Person Injured
- △--- Pedestrian Injured
- ←--- Property Damage Only
- ←--- Collision - Rear-end
- ←--- Collision - Head-on
- ←--- Collision - Sideswipe



- △--- Path of Pedestrian
- ←--- Path of Vehicle
- △--- Path of Animal
- ←--- Vehicle Moving
- Vehicle Stopped
- ←--- Vehicle Backing
- Properly Parked
- ▣ Improperly Parked
- ←--- Vehicle Overturned
- ←--- Vehicle Skidded

Collision Type	1947 - 1948				1949 - 1950				1951				7 mos. 1952				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end											1	1							1	1
Sideswipe							1	1											1	1
Turning Movement			7	7			6	6			1	1							14	14
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian						1		1		1		1					2			2
Backing																				
Misc.																				
TOTAL			7	7		1	7	8		1	2	3	-	-	-	-	2	16	18	

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Gresham County Multnomah
Intersection of Powell Blvd and Roberts Ave
Highway Number US 26
Period Covered 1-1-47 *7-31-52
Compiled by C.S. Drawn by W.R. Date 10-22-52

* Subject to revision

LEGEND

- Person Killed
- ← Pedestrian Killed
- Person Injured
- △ Pedestrian Injured
- Property Damage Only
- ↔ Collision - Rear-end
- ↔ Collision - Head-on
- ↔ Collision - Sideswipe



Collision Type	1947-1948				1949-1950				1951				7 mos 1952				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on															1	1		1	4	5
Rear-end		1	1	2			2	2												
Sideswipe															3	3			18	18
Turning Movement			4	4			9	9			2	2							1	1
Parking							1	1												
Non-collision											1	1							1	1
Fixed Object																		3		3
Pedestrian		2		2		1		1												
Backing																				
Misc.															4	4		4	24	28
TOTAL		3	5	8		1	12	13			3	3			4	4		4	24	28

BFI-189(15) Yoncalia Overcrossing 1953

#3922

RECEIVED
FOR FILING

10-1-115
2922

5647

ASSIGNMENT

Date: January 28, 1954 No. 5647 By W.C. Williams

Description: Western Union Bill No. 61 (7 copies) in amount of \$277.56 for rearrangement of telegraph lines at Yoncalla Overcrossing in Douglas County

Acknowledged by W.C. Williams Referred to Gardner ✓

- ☐ Investigate and report with recommendation
- ☒ Such action as necessary and report
- ☐ Comment or recommendation
- ☐ Return with rough draft of reply
- ☐ Prepare reply for signature of Mr. _____
- ☐ Contact correspondent and report

Remarks:

Bill for payd.
Jan 28 1954
W.C. Williams
PLEASE RETURN TO
W. C. WILLIAMS

Executed 31-55 Report Received _____

RECEIVED
DEC 15 1954
FOR FILING

December 13, 1954

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. George Nelson

Continued

Re: Yoncalla Overcrossing
Agreement Audit 92366

Our final project statement of costs for the above project is being prepared for presentation to the Bureau of Public Roads for audit. Bills for your work at the site of the Yoncalla Overcrossing will be a part of this final cost statement.

The final cost statement should be in the hands of the Bureau for audit within the next thirty days. We will advise you as soon as we receive their audit report.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAQ/ds

cc C. H. Nelson
C. A. Gardner

BPT-187(12)
392-

OREGON STATE HIGHWAY DEPARTMENT

(date)

SEP. 17, 1954

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3922

6-FINAL

TODD BUILDING CO.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

18874

R-104023

\$ 5,474.51

9/14/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

H. B. Glaisyer
ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: July 30, 1954 without penalty

Completion Date: July 27, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 30 1954
Law

NOTED ON CARD

9-30-54

RECEIVED
SEP 1 - 1954
FOR FILING

August 31, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3922 for construction of Yoncalla Overcrossing on the Pacific Highway in Douglas County was completed by the contractor, Todd Building Co., on July 27, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$5,474.51 will be released to the contractor after acceptance by the Commission. The total contract amount is \$13,069.41 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

8-31-54, sl

RECEIVED
APR 12 1954
FOR FILING

111-1111
291 -

April 9, 1954

Todd Building Company
P. O. Box 27
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on April 1, 1954, had under discussion your request for an extension of time from November 30, 1953 to July 30, 1954 within which to complete your contract No. 1222, for construction of the Yoncalla Overcrossing on the Pacific Highway in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Tom Edwards,
Division Engineer

Wallace A. Palmateer,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
MAR 31 1954
FOR FILING

March 30, 1954

Request for extension of time
No. 7
April 1 and 2 meeting.

Region State Highway Commission

entitled:

Re: Yoncalla Overcrossing
Contract No. 3922

The Lane Building Company, contractor for the construction of the Yoncalla Overcrossing on the Pacific Highway in Douglas County, has requested a second extension of time, from November 30, 1953, to July 31, 1954.

The contract required the contractor to make the backfill at the bridge ends from a stockpile of material provided by the grading contractor. In account of inclement weather, the grading contractor was unable to complete the embankments and place the stockpiled material at the bridge ends. All other work on the bridge contract was completed before November 30, 1953.

As the delay in placing the fills at the bridge ends was beyond the control of the contractor, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this extension.

Very truly yours,

H. H. Salbeck
State Highway Engineer

PMS/ce

attached

OREGON STATE HIGHWAY COMMISSION

CONTRACTORS REQUEST FOR EXTENSION OF TIME TO
COMPLETE CONSTRUCTION CONTRACT

Oregon State Highway Commission,
Salem, Oregon.

Date February 3, 19 54

Gentlemen:

We, the undersigned, respectfully request an extension of 240 days time, from November 30, 19 53, to July 30, 19 54, within which to complete our Contract No. 3922, described as follows:

Loncalla Overcrossing on the Pacific Highway in Douglas County.

The above request is based upon the following reasons:

Balance of the work - embankment in place and 6" metal culvert require stockpiling of dirt fill by grading contractor. The timing of this operation is beyond our control.

Respectfully submitted,

TODD BUILDING COMPANY

Contractor

By

John D. Todd, President

CONSENT OF SURETY

Date February 5, 19 54

We, GENERAL CASUALTY COMPANY OF AMERICA

....., as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

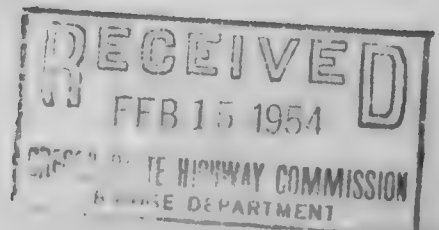
Ken Bailey Insurance Agency

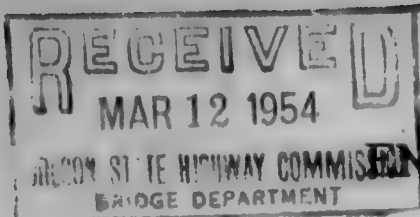
Attorney-in-fact

Resident Agent

(SEAL)

State Printing Dept. 28015





OREGON STATE HIGHWAY COMMISSION

ENGINEERS RECOMMENDATION REGARDING
CONTRACTORS REQUEST

FOR

EXTENSION OF TIME TO COMPLETE CONTRACT

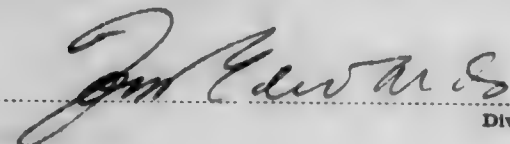
Investigation has been completed regarding the request (See reverse side) for an extension of time within which to complete the following project:

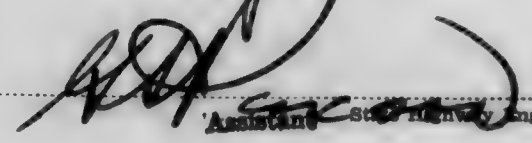
Contract No. 3922 Contractor Todd Building Company
Highway Pacific
Section Yoncalla Overcrossing
Kind of Work Bridge Construction

It is recommended that such extension be granted as requested under the following terms and conditions:

Due to the lateness of the season, the grading contractor was not able to complete the approach fills in time to stockpile the 1200 cubic yards of material for backfill which was to be placed by the Todd Building Company. No inconvenience or delay has been experienced either by the State or by the public and I recommend extension without penalty.

Recommended for Approval:


Division Engineer

Assistant

Assistant State Highway Engineer

Contract No.	<u>3922</u>
Project designation:	<u>1-189 (15)</u> State Federal
Date awarded	<u>April 16, 1953</u>
Work started	<u>June 4, 1953</u>
Per cent completed	<u>97%</u> <u>11-30-53</u>
Specified completion date	<u>September 30, 1953</u>
Previously extended to	<u>November 30, 1953</u>
Extension requested to	<u>July 30, 1954</u>

COPY

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

Oregon District

408 State Highway Bldg.
Salem, Oregon

March 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Yoncalla Overcrossing
Oregon Project I-189 (15)
Time Extension

Dear Sir:

Reference is made to Mr. Stephenson's letter of March 12, 1954, requesting a second extension of time, subject project, from November 30, 1953 to July 30, 1954.

For the reasons mentioned in the letter, we will approve such time extension, without penalty.

Very truly yours,

/s/

C. G. Polk
District Engineer

RECEIVED
DEC 30 1953
FOR FILING

11-1761

December 29, 1953

Todd Building Co.
P. O. Box 27
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 10, 1953, had under discussion your request for an extension of time from September 30 to November 30, 1953 within which to complete your contract No. 3922, for construction of the Yoncalla Overcrossing on the Pacific Highway in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl

cc: Tom Edwards,
Division Engineer

L. R. Allen,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
FOR FILING

11-5-53 (15)

4646

Date: Nov. 10, 1953 ASSIGNMENT No. 4646
By W.C.W.

Description: 6 copies of Bill No. 429864 from S. P. Co., 65 Market St., San Francisco 5, Calif., 11-5-53, for labor and material for hwy overpass at Yoncalla, Ore, in amount of \$1,213.74.

Acknowledged by _____ Referred to C. A. Gardner ✓

Investigate and report with recommendation
~~XXX Investigation~~ such action as necessary and report
Comment or recommendation
Return with rough draft of reply **PLEASE RETURN TO**
Please prepare for W. C. WILLIAMS signature

Assignment executed _____ Report received _____

Remarks: *Bill being prepared
for pay to Gardner*

RECEIVED
NOV 7 1953
FOR FILING

661-1111

November 3, 1953

Oregon State Highway Commission

Request for extension of time
No. 1
December 10 and 11 meeting.

Gentlemen:

Re: Yoncalla Overcrossing
Contract 3922

Herewith a request from Todd Building Company, contractor for the Yoncalla Overcrossing on the Pacific Highway in Douglas County, for an extension of time from September 30 to November 30, 1953 in which to complete the work on this contract.

The contractor contends that, due to wet weather and the swampy condition of the ground on the west side of the Southern Pacific Company's tracks at the site of the structure, he was unable to move heavy equipment to excavate and pour footings and columns. This contention is essentially correct. The contractor laid off work for approximately six weeks until the ground dried out so he could move in the heavy equipment. Since work was resumed, he has made excellent progress, and all the work that remains at this date, to complete the project, is the pouring of the handrails.

As the highway is not open to traffic, there is no inconvenience to the public, and there has been no additional engineering cost. It is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encls.

OSP:ga

RECEIVED

OR FILING

FFI-159/15

3722

11594

No. 4594
By W.C. Williams

ASSIGNMENT

Date: October 19, 1953

Description: Billing (8 copies) from the Western Union Telegraph Company for work in connection with protection of line during construction of Yoncalla Overcrossing of SP Company tracks south of Yoncalla

Acknowledged by _____ Referred to Gardner _____

Investigate and report with recommendation
~~Investigation~~, such action as necessary and report.

Comment or recommendation

Return with rough draft of reply

Please prepare for _____

PLEASE RETURN TO
W.C. WILLIAMS
signature

Assignment executed Filed 10-20-53 Report received _____

Remarks:

Bill being processed for
payment 2 ea

RECEIVED
FOR FILING
FORM E-90X 10M 1-52 88410

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 4, 1953

SUBJECT:

Pux 78, File 20414

Yoncalla Overcrossing

Pacific Highway, Douglas County

To: Mr. Earl F. Saling
R/W Office Manager.
OFFICE

Dear Mr. Saling:

Herewith I hand you cuplicate executed copy of easement agreement with Southern Pacific Company relative to the Yoncalla Overcrossing on the Pacific Highway in Douglas County.

Mr. L. P. Hopkins, Superintendent, Southern Pacific Company, has requested that after the easement agreement is recorded he be advised of the recording references.

There are also forwarded several multilithed copies of the easement agreement for distribution.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 10

cc: Mr. H. B. Glaisyer ✓

NOTED
E. QUERY

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 4, 1953

SUBJECT:

File No. 20414
Divide-Rice Hill Section
Pacific Highway

To:

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Mr. Paxson:

Attached for your files are two multilith copies of the Yoncalla Overcrossing agreement with the Southern Pacific Company. The State Highway's signed copy of the document is being forwarded for recording this date, and will be indexed and filed by Mr. Glaisyer, when returned.

Very truly yours,

EARL F. SALING
Right of Way Office Manager

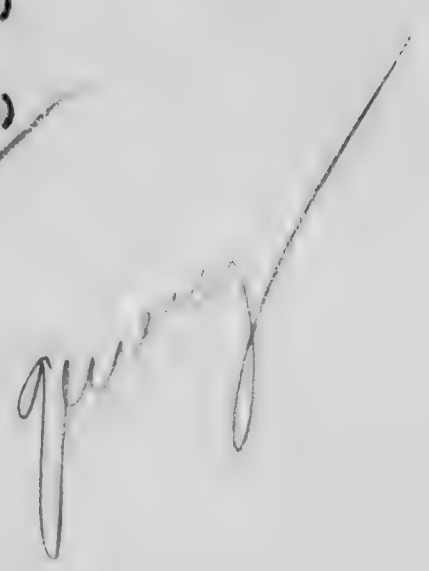
EPS:ia

Encls. (2)

cc - Tom Edwards
(with copy agreement)

cc - J. W. McCallister
(with copy agreement)

cc - H. B. Glaisyer



1
Mr. R. B. Black

Do you wish to put these
on the agenda? Yes

W.C.W.

If so they need the Engineer
Signature

Oregon
16, 1953

Agenda Item 1-B-15

Mr. C. W. Enfield
Chief Counsel
Office

Attention: Mr. J. W. DeSouza

Attached are two copies of an Easement Agreement and
two copies of a Construction Agreement with the Southern Pacific
Railroad Company covering the Yoncalla Overcrossing on the Pacific
Highway in Douglas County. These copies have been executed by
the Highway Commission and are now ready for the signatures of the
officials of the Railroad Company.

When fully executed please return one copy of each to
this office for the Commission's files.

Yours very truly,

Acting Secretary

rn
Attach: 4

referred 5 18 & to Mr. Souza to note

Salem, Oregon
April 16, 1953

Agenda Item 1-B-15

Mr. C. W. Enfield
Chief Counsel
Office

Attention: Mr. J. W. DeSouza

Attached are two copies of an Easement Agreement and two copies of a Construction Agreement with the Southern Pacific Railroad Company covering the Yoncalla Overcrossing on the Pacific Highway in Douglas County. These copies have been executed by the Highway Commission and are now ready for the signatures of the officials of the Railroad Company.

When fully executed please return one copy of each to this office for the Commission's files.

Yours very truly,

Acting Secretary

FN
Attach: 4

returned 5 28 & to Mr. DeSouza to note.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
 April 2, 1953

AGENDA
APR 3 1953

13-15

SUBJECT: Pux 78
 Easement and Construction Agreements
 Yoncalla Overcrossing, Douglas Co.

To: Mr. Floyd Query
 Acting Secretary, Highway Commission
 OFFICE

Dear Mr. Query:

Herewith there is forwarded to you for execution by the State Highway Commission original and first carbon copy of easement agreement and original and first carbon copy of construction agreement relating to the Yoncalla Overcrossing Project on the Pacific Highway in Douglas County.

Both instruments have been approved as to form by Mr. Infield and myself and have been examined and approved by Mr. Paxson under a separate communication dated April 2nd.

After execution and acknowledgement of the easement agreement, and after execution of the construction agreement, please return all copies to me for further handling.

Southern Pacific Company submitted a third copy of each instrument which is being retained by Mr. Paxson for informational purposes pending return of the executed instruments from Southern Pacific Company.

Very truly yours,

J. W. DeSousa
 J. W. DeSousa
 Assistant Counsel

JWB:mb
 Attachments 4

NOTED
 W. L. JAMES

*2 agreements to
 2 copies of each for
 signature*

R.E.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1953

AGENDA
APR 3 1953

13-14

SUBJECT: Pux 78
Easement and Construction Agreements
Yoncalla Overcrossing, Douglas Co.

To: Mr. Floyd Query
Acting Secretary, Highway Commission
OFFICE

Dear Mr. Query:

Herewith there is forwarded to you for execution by the State Highway Commission original and first carbon copy of easement agreement and original and first carbon copy of construction agreement relating to the Yoncalla Overcrossing Project on the Pacific Highway in Douglas County.

Both instruments have been approved as to form by Mr. Infield and myself and have been examined and approved by Mr. Paxson under a separate communication dated April 2nd.

After execution and acknowledgement of the easement agreement, and after execution of the construction agreement, please return all copies to me for further handling.

Southern Pacific Company submitted a third copy of each instrument which is being retained by Mr. Paxson for informational purposes pending return of the executed instruments from Southern Pacific Company.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Attachments 4

NOTED
W. L. [illegible]

*2 agreements
2 copies of each for
signature*

RE.

RECEIVED
FOR FILING
FORM E-90 8-50 8-51 8-52

RAILROAD COMPANIES
FILE No. 410

1271-189615

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 4, 1953

SUBJECT: Pux 78, File 20414
Yoncalla Overcrossing
Pacific Highway, Douglas County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith there is returned to you executed copy of construction agreement with Southern Pacific Company covering the Yoncalla Overcrossing on the Pacific Highway in Douglas County.

Copies of the agreement have been distributed to the Engineering Department.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1

RECEIVED
MAY 15 1953
FOR FILING

May 14, 1953

Todd Building Company
P. O. Box 27
Roseburg, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3922, which was awarded to you on April 16, 1953 by the State Highway Commission, covering the Yoncalla Overcrossing on the Pacific Highway in Douglas County.

We are also sending an executed copy of this contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

by

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
FOR FILING

FILE - 1511

AGENDA
MAY 18 1953

30-5

April 16, 1953

Todd Building Company
P. O. Box 27
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 9 accepted your proposal to construct a viaduct over the Southern Pacific Company tracks south of Yencalla on the Pacific Highway in Douglas County for the sum of \$42,950, and on the same day awarded Contract No. 3922 to you subject to concurrence from the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

ml

cc - W. M. Fransua
H. G. Smith
S. R. Probert
G. B. Faxon
Goldie Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1200

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

W. P. MARSHALL, PRESIDENT

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 16, 1953
1:00 p.m.

Todd Building Company
Roseburg, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Yoncalla Overcrossing on Pacific Highway in Douglas County for which you submitted low bid on April 9. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query, Acting Secretary

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

copy to Jackson



RECEIVED
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 16, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of April 14 regarding Oregon Project I-189(15), Yoncalla Overcrossing on the Elkhead Road-Rice Hill Section of the Pacific Highway, and since we have received the necessary copies of plans signed by the railroad company and of the unexecuted State-Railroad agreement, we hereby concur as of this date in award of Contract No. 3922 to Todd Building Company of Roseburg, Oregon, low bidder in the amount of \$42,950.00 at the April 9, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

NOTED
W. C. VILLIOW

copy to Tolson



RECEIVED
APR 16 1953
FOR FILING

111-1871
272

April 14, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 Highway Building
Salem, Oregon

Dear Sir:

Re: Yoncalla Overcrossing
P. A. I-189(15)

On April 2, we forwarded you a set of plans bearing the approval of E. E. Mayo, Chief Engineer, of the Southern Pacific Company for this project, and on April 8, we delivered to you advance copies (unsigned) of the proposed State-Railroad Agreement for the project. With these two documents at hand, we request your concurrence in the award of the contract for the work to Todd Building Company of Roseburg, Oregon, on the basis of their low bid of \$42,950 submitted April 9, 1953. The contract date will be the date of your concurrence to this request.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG:aa

cc G. S. Paxson

RECEIVED
FEB 1953
FOR FILING

February 24, 1953

The Western Union Telegraph Company
125 - 12th Street
Oakland 7, California

Attention: Mr. C. P. Norton
Division Plant Superintendent

Gentlemen:

Re: Yoncalla Overcrossing of
Southern Pacific Company Tracks
2 Miles South of Yoncalla
in Douglas County

We have your letter of February 19 giving the details of the work necessary to safeguard and replace your telegraph system affected by the construction of the proposed Yoncalla Overcrossing. Your net estimate of cost for this work is \$2,063.

We will accept billing from your company for the necessary work in the rearrangement of your telegraph system, made in accordance with the provisions of Bureau of Public Roads General Administrative Memorandum No. 299, and will reimburse your company for these costs upon billing.

It is anticipated that a contract for the construction of this overcrossing will be let at a meeting of the Highway Commission scheduled to be held on April 8 and 9, 1953. No work need be done prior to the award of contract for this work. We will advise you as soon as the contract is awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:ca

cc G. S. Paxson

*Canal
Grade
Gen*

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1953

SUBJECT: Pux 78 - Yoncalla Overcrossing
Pacific Highway, Douglas County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. Tom Edwards
L Mr. F. B. Crandall
Mr. H. B. Simpson

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you copy of revised Order No. 31856 authorizing the construction of a crossing over the tracks and right of way of Southern Pacific Company on the Pacific Highway at a point approximately two miles South of Yoncalla.

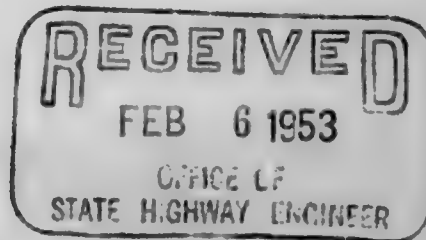
The order has been revised to delete the word "additional" in the third paragraph on page 2, and the third paragraph on page 3 has been reworded.

It is suggested that the original form of order sent to you on January 30th be destroyed.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.



RECEIVED
FOR FILING
FORM 2-30 2TH 2-51 22212

<i>C. W. Williams</i>
<i>Grade Yoncalla</i>
<i>Gen</i>

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1953

NOTED
W. C. WILLIAMS

SUBJECT: Pux 78 - Yoncalla Overcrossing
Pacific Highway, Douglas County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. Tom Edwards
Mr. F. B. Crandall
Mr. H. B. Simpson

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner's Order No. 31856 issued under date of January 28, 1953, authorizing the construction of a crossing over the tracks and right of way of Southern Pacific Company on the Pacific Highway at a point approximately 2 miles south of Yoncalla.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
JAN 30 1953

BEFORE THE PUBLIC UTILITIES COMMISSIONER
OF OREGON
F-2380

In the Matter of the Application of the State)
of Oregon, by and through its State Highway)
Commission, for authority to cross over the)
tracks and right of way of Southern Pacific)
Company on the Pacific Highway at a point) ORDER
approximately 2 miles South of Yoncalla in the)
Northwest quarter of the Southeast quarter of)
Section 15, Township 23 South, Range 5 West,)
W.M., in Douglas County, Oregon.)

The above entitled matter was duly heard on January 13, 1953, at 2:00 P.M., in the County Court House, in Roseburg, Douglas County, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission

Joseph Larkin, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

On December 11, 1952, the Commissioner received the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company at a point approximately two miles south of Yoncalla as part of the newly-aligned Pacific Highway. This new alignment will provide a more desirable route of Pacific Highway between Anlauf and Rice Hill, in Douglas County, Oregon, and is part of a general plan calling for the realignment and reconstruction of the Pacific Highway in this area.

Evidence was adduced in behalf of Oregon State Highway Commission and Southern Pacific Company, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

The construction of such overcrossing structure is necessary in the interest of safety and facility of traffic movement because of the heavy volume of vehicular traffic--estimated at 2400 vehicles per day--which will be carried upon the highway after completion of the structure.

The average train movements are at present ten per day.

The proposed grade separation structure will cross the railroad right of way upon which there is at present one track at an angel of 44 degrees and 6 minutes, and provision will be made for two tracks if conditions make such tracks necessary. Oregon State Highway Commission has agreed to bear the expense of construction of required retaining walls if and when additional trackage is found to be needed.

All costs incidental to the construction of the overcrossing structure will be borne by Oregon State Highway Commission, and Southern Pacific Company will be reimbursed for any expenses incurred prior to and during construction which are found to be permissable and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

From the foregoing it is concluded that construction of an overcrossing at this location is in the public interest, is part of the desirable improvement of Pacific Highway and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company on the Pacific Highway at a point approximately two miles South of Yoncalla, in the Northwest Quarter of the Southeast Quarter of Section 15, Township 23 South, Range 5 West, Willamette Meridian, in Douglas County, Oregon, is granted; and it is further

ORDERED that the construction of the overcrossing structure shall be done in a good and workmanlike manner, and in conformity as to location and design with plans and profiles submitted with the application and by this reference made a part hereof, or revisions thereof which may be acceptable to both parties in interest; and it is further

ORDERED that Oregon State Highway Commission shall prepare plans and specifications, and award contracts for and supervise the construction of the overcrossing structure; and it is further

ORDERED that Oregon State Highway Commission shall bear all costs incidental to the construction of the overcrossing structure, and shall reimburse Southern Pacific Company for all expenses which may be made necessary by required revisions in existing telegraph, telephone, and signal lines, for necessary watchmen and flagmen services which may be furnished to safeguard railroad operations during construction of the project, and for such other services as may be required in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto; and it is further

ORDERED that, in the event conditions make necessary the construction of an additional track, the cost of the installation of retaining walls as may be required to protect such additional track shall be borne by Oregon State Highway Commission; and it is further

ORDERED that upon completion Oregon State Highway Commission shall maintain the structure, together with its approaches and highway facilities and appurtenances, and Southern Pacific Company shall maintain its track, roadbed and such other facilities and appurtenances as are necessary to its railroad operations; and it is further

ORDERED that upon completion of the structure the designation C-601.5A shall be assigned thereto as a means of identification in the Commissioner's Catalog of the Crossings of the State of Oregon.

Made and entered this 28th day of January, 1953.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
FOR FILING

FORM E-30X 15M 1-28 28419

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Count
Grade King
Green

Salem, Oregon
January 15, 1952

SUBJECT: Pux 78 - Yoncalla Overcrossing
Pacific Highway, Douglas County

To: MEMORANDUM TO FILE:

Hearing on this matter was held before Mr. C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner, at 2:15 P.M. on Thursday, January 13, 1953, in the County Court House at Roseburg.

Southern Pacific Company was represented by Mr. Joseph Larkin, but he did not place any witnesses on the stand. The State Highway Commission was represented by the writer, and Mr. G. S. Paxson was placed on the stand and testified regarding the general nature of the project, of which the grade separation structure is a part, and also testified regarding the details of the proposed structure.

The record which was made was purely formal and no controversy developed. After the taking of testimony, Mr. Larkin expressed the consent of Southern Pacific Company to an order authorizing the proposed construction conditioned upon the fact that Southern Pacific Company be reimbursed in accordance with the provisions of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments and supplements thereto.

The answer of Southern Pacific Company specifically waived the installation of guard rails along the railroad tracks, but a question did develop regarding the construction by the railroad of an additional track under the structure. It appeared that if this is done it will be necessary to move the existing track and it also will be necessary to construct a retaining wall which is not contemplated as part of the present construction. Mr. Paxson agreed while on the stand that the State Highway Commission will bear the expense of the construction of such a retaining wall if it becomes necessary. This was confirmed by the writer in a closing statement after completion of the taking of evidence.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. E. A. Collier
Mr. F. B. Crandall
Mr. Tom Edwards

62.93

6-11(10)

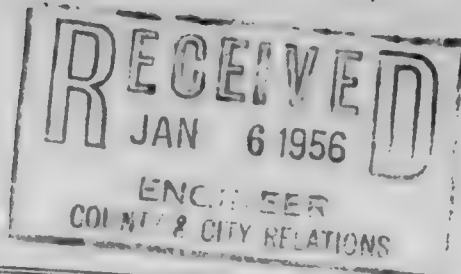
Long Rock Rd. N.Y.C.

1973

INVOICE
Oregon State Highway Department
Salem, Oregon

Clatsop County
Astoria, Oregon

Attn: County Court



Invoice No. 42990

Date January 6, 1956

Your Req. No.

Billing Request No. 60-805

Credit distribution: 510-1010-297

Final billing county's share total costs of Amerock Bridge, PAS 253, Clatsop County, covered by agreement dated 4/9/53.

Original Advance Payment	37,500.00	
Less: Amount previously transferred	<u>34,000.00</u>	
Balance Advance Payment		3,500.00
County share total cost as per attached statement	46,237.34	
Less: Amount previously transferred	<u>34,000.00</u>	
Amount due		<u>12,237.34</u>
		82,737.34

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$ _____

By GRW _____

NOTED
J. W. CATTRALL

December 29, 1955

NOTED
Harold C. Ayers

Douglas County Court
Courthouse
Roseburg, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the Lonerock Bridge on FAS 253 and it has been determined that the agreed county share of these costs is \$40,237.34 as shown in the attached statement of costs. As the county initially deposited \$37,500, a balance of \$2,737.94 is due the state. A billing form for this amount will be forwarded you by our accounting division within the next few days and payment should be made upon receipt of this form.

If you have any questions on this matter, please contact this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Douglas Contract No. 3923 Date 12/28/55

FAS 253 Section Lonerock Bridge (Completed 5/27/55)

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Shoring, cribbing, etc.	all	\$14,600.00	100%	\$ 14,600.00
2. Excavation for structure	c.y.	10.00	622.97	6,229.70
3. Excavation below elevation shown	c.y.	20.00	37.38	747.60
4. Class A concrete	c.y.	67.00	923.58	61,879.86
5. Metal reinforcement	lb.	0.11	187,539.86	20,629.38
6. Structural carbon steel	lb.	0.235	108,062.1	25,394.59
7. Structural low alloy steel	lb.	0.21	179,458.4	37,686.26
S.W.S. #1- Build replacement pier at Pier #1 location				17,327.15
PA #1- Cement adjustment favor of State	sack	1.1781	157.	- 184.76
Subtotal				\$184,347.53
Construction Engineering				2,127.15
Total Construction Costs				\$186,474.68
Federal Funds Collected for Project				\$113,000.00

ADJUSTED COUNTY SHARE TOTAL COSTS

1. Difference between total costs and Federal Funds:

(\$186,474.68 - \$113,000.00) x 1/2 = \$36,737.34

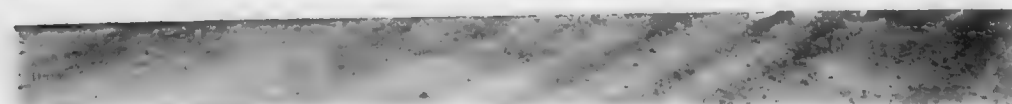
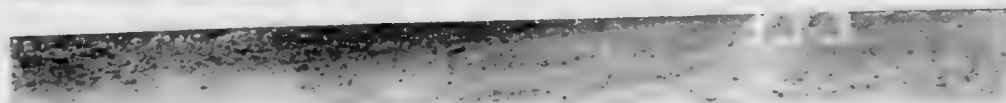
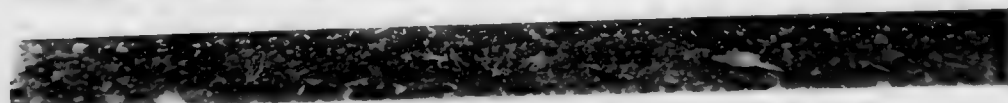
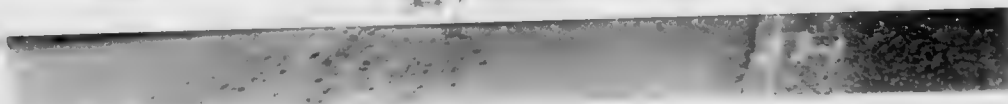
County's Share Total Cost = \$36,737.34

Less County's Advance Deposit 37,200.00

BALANCE DUE STATE FROM COUNTY \$ 2,737.34

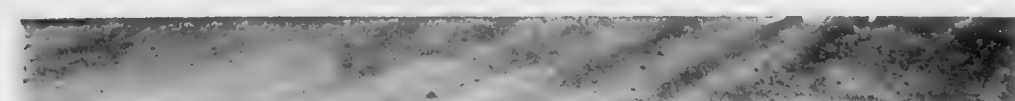
1952 - 1957

Location _____



3-1955

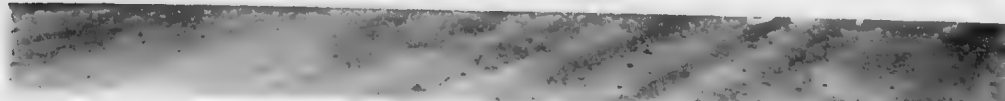
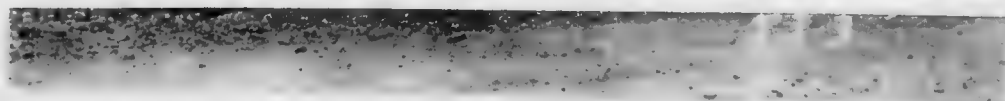
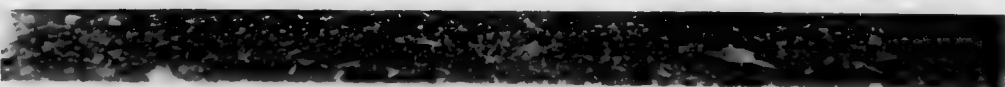
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2 4 1955

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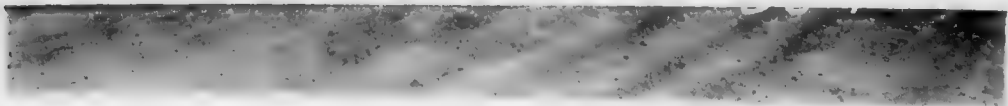
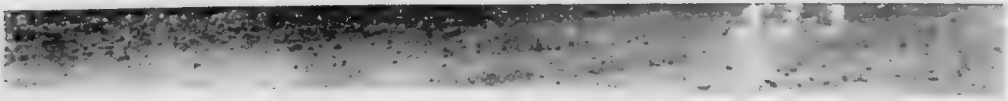
12 + 1055

722

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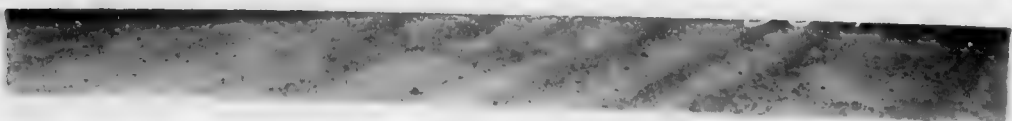


53-2



24 1955

123



4 1955

23

Arch



534

4 1955

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4 1955

23



4 1955

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534

4 1955

3

August 18, 1955

Douglas County Court
Court House
Roseburg, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 3923, Lone Rock Bridge section on the North Umpqua Highway, FAS 253, in Douglas County was completed on June 29, 1955.

Under the terms of the maintenance agreement signed by the Court on April 2, 1953, and by the State Highway Commission on April 9, 1953, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:ma

RECEIVED
AUG 19 1955

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 9, 1955

(CONTRACT NO.) 1111

(EST. NO.)

(CONTRACTOR)

3923

(VOUCHER NO.)

13-Final

(WARRANT NO.)

Tom Lillie

(AMOUNT)

(DATE)

15627

R-128758

\$ 14,272.16

8/9/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawling
ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: to June 30, 1955 without penalty

Completion Date: June 29, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-16-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawling

NOTED ON CARD
26

RECEIVED
JUL 28 1955

FOR FILING

3922

July 27, 1955

CERTIFIED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3923 for constructing the Lone Rock Bridge on the North Umpqua Highway in Douglas County was completed by the contractor, Tom Lillebo, on June 29, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$14,278.16 will be released to the contractor after acceptance by the Commission. The total contract amount is \$184,347.53, of which amount \$17,329.10 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

RECEIVED
NOV 15 1954
FOR FILING

S-14 (b)
5723

October 15, 1954

Mr. Tom Lillobo
Seedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting held on October 27, 1954, had under discussion your request for an extension of time from June 30, 1954 to June 30, 1955, within which to complete your contract No. 382, for construction of Lone Rock bridge on the North Tappan Highway in Douglas County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

W. W. Clatager, Secretary

W. W. Clatager, Assistant Secretary

cc:

Mr. Tom Lillobo
Division Engineer

Mr. W. W. Clatager
Assistant Engineer

Mr. W. W. Clatager
Assistant Secretary

RECEIVED
OCT 18 1954
FOR FILING

S - 11 (11)
29

October 18, 1954

Oregon State Highway Commission

Request for extension of time
No. 13
October 28 and 29 meeting.

Gentlemen:

Re: Lane Hook Bridge
Contract No. 3923

Tom Lillebo, contractor on the construction of the Lane Hook Bridge over the North Umpqua River on the North Umpqua Highway in Douglas County, has requested an extension of time from June 30, 1954, to June 30, 1955, in which to complete this contract.

The contractor had to await the low-water period during the summer of 1954 in order to replace the pier which had been broken off by a log jam during the high water of November 1953. It is estimated that this structure will be completed and traffic routed over it by November 30, 1954. However, the structural steel painting cannot be done until the arrival of suitable weather in the spring of 1955.

It is recommended that this extension of time be granted to the contractor without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

H. C. Williams
Acting State Highway Engineer

FMS/ds
Attached

OR FILING

Federal Aid Secondary

State OregonProject No. S-14(10)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

3423
PROJECT AGREEMENTMEMORANDUM OF AGREEMENT made this 29th day of July, 1953,by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of March, 1953, a program, which was approved on the 19th day of March, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 25th day of March, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred thirteen thousand and 00/100

dollars (\$113,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

RHL

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529,
(Include date and citation of)

act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 941+20 and survey station 946+34.59, all in the NE 1/4, Section 17, T. 26 S., R. 3 W., W.M., without exception,

_____ , length 0.097 miles, in Douglas County,
being Oregon Federal Aid / Secondary project No. S-14(10) , consisting of 0.000 miles of
roadway and one bridges ~~each~~ of more than 20 feet clear span, 0.097 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16 - 11379-4

3

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____

one hundred thirteen thousand and 00/100

dollars (\$ 113,000.00), which does not exceed the authorized Federal pro rata share of _____

one hundred eighty-three thousand, one hundred sixty-six and 50/100

dollars (\$ 183,166.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said

State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____

(Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

W. S. Seaman
SECRETARY
O. K. Hill

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Benjamin D. Lee

Chairman, State Highway Commission
(Title of officer)

By

Charles H. Reynolds

Member, State Highway Commission
(Title of officer)

By

W. J. McFarley

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

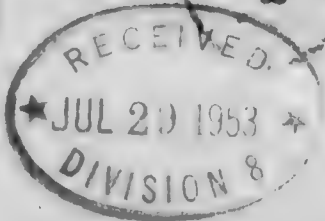
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

W. J. McFarley

Acting Division Engineer,
Bureau of Public Roads.



Oregon State Highway Department

Federal Aid Secondary
Project No. S-14 (10)

LONE ROCK BRIDGE SECTION OF THE
NORTH UMPIGA ROAD IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1953

Type Code X042
Lone Rock Bridge (Sta. 941+20 to Sta. 946+34.52) (Contract No. 3923)

All Required	Shroing, Cribbing, Etc.		\$ 14,600.00
340 Cu. Yds.	Excavation for Structure	\$10.00	3,400.00
20 Cu. Yds.	Excavation Below Elevation Shown	20.00	400.00
960 Cu. Yds.	Class "A" Concrete	67.00	64,320.00
180,000 Lbs.	Metal Reinforcement	0.11	19,800.00
107,000 Lbs.	Structural Carbon Steel	0.235	25,145.00
185,000 Lbs.	Structural Low Alloy Steel	0.21	<u>38,850.00</u>
	Subtotal		\$166,515.00
	10% Engr. & Cont.		<u>16,651.50</u>
	Total		\$183,166.50

Length of Structure 0.097 Mile

Federal Funds	\$113,000.00
State Funds	<u>70,166.50</u>
	\$183,166.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-14(10)

LONE ROCK BRIDGE SECTION OF
THE NORTH UMPQUA ROAD IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 19, 1953

Type Code X042
Lone Rock Bridge (Sta. 941+20 to Sta. 946+34.59)

All Required	Shoring, Cribbing, Etc.		\$ 7,500.00
340 cu.yds.	Excavation for Structure	\$ 7.50	2,550.00
20 cu.yds.	Excavation Below Elevation Shown	10.00	200.00
960 cu.yds.	Class "A" Concrete	70.00	67,200.00
180,000 lbs.	Metal Reinforcement	0.12	21,600.00
107,000 lbs.	Structural Carbon Steel	0.24	25,680.00
185,000 lbs.	Structural Low Alloy Steel	0.26	<u>48,100.00</u>
	Subtotal		\$172,830.00
	10% Engr. & Cont.		<u>17,283.00</u>
	Total		\$190,113.00

Length of Structure 0.097 Mile

Federal Funds	-----	\$117,000.00
State Funds	-----	<u>73,113.00</u>
		\$190,113.00

RECEIVED
MAY 22 1953
FOR FILING

S-1461
2123

May 20, 1953

Mr. Tom Lilliebo
Reedsport
Oregon

Dear Sir:

We enclose herewith, for your records and files, three fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3904, for three structures on Dady-Winchester Unit on the Pacific Highway in Douglas County, awarded April 9, 1953.

Contract No. 3908, for Umpqua River Bridge Pier Fender Replacement on the Oregon Coast Highway in Douglas County, awarded April 9, 1953.

Contract No. 3923, for Lone Rock Bridge on the North Umpqua Highway in Douglas County, awarded April 16, 1953.

Executed copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encls.

April 22, 1953

Douglas County Court
Roseburg, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of a certified check in the amount of \$37,500 representing the County's advance deposit in connection with the Lone Rock Bridge Project on the North Umpqua County Road.

Contract No. 3923 has been awarded to Tom Lillebo of Reedsport for the construction of this bridge.

Under separate cover we are forwarding a copy of the contract and a set of plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

cc: Mr. Wally Hector

Apr 25 1953

NOTED
J. F. HALL
J. F. HALL

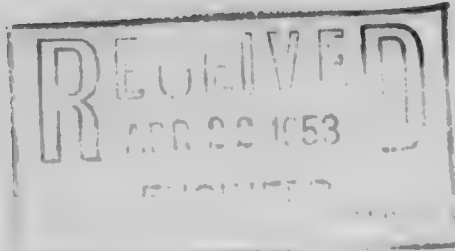
NOTED
Harold C. Ayers
J. W. CATTRAIL

INVOICE

Oregon State Highway Department

Salem, Oregon

Douglas County
Roseburg, Oregon



Invoice No.

April 20, 1953

Date

Your Req. No.

CC 36

Billing Request No.

510-1080-297

Credit distribution:

e/o County Court

Partial transfer of County share of total cost.
Lone Rock Bridge Project, N. Umpqua County Road, Douglas County,
Covered by agreement dated 4/9/53
The total advance deposit was in the amount of \$37,500.
\$3,500 is to remain in the advance deposit fund.

Advance Deposit
Partial transfer of Douglas County advance deposit
of 20% of estimated total cost of Lone Rock Bridge
Project in Douglas County
To be refunded

34,000.00

34,000.00
3,500.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$
By *[Signature]*

OREGON STATE HIGHWAY DEPARTMENT

By

Floyd Querry, Acting Secretary

cc -

W. H. Franzen
H. G. Smith
S. H. Prebert
G. S. Faxon
Goldie Lewis

RECEIVED
FOR FILING

Contract
#1 3923

-14101
3923

AGENDA
MAY 10 1953

30-4

April 16, 1953

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on April 9th accepted your proposal to construct the Lone Rock Bridge over the North Umpqua River on the North Umpqua Road northeast of Roseburg in Douglas County, subject to concurrence from the Bureau of Public Roads and provision made by Douglas County for the deposit of \$37,500. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Olatsyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

ml

cc - W. M. Franzen
H. O. Smith
S. B. Probert
O. S. Paxson
Goldie Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1200

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 16, 1953
1:15 P.M.

Mr. Tom Lillebo

Reedsport, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for construction of Lone Rock Bridge over North Umpqua River on North Umpqua Road in Douglas County for which you submitted low bid on April 9. Contract forms will be mailed you shortly for execution

H. E. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query, Acting Secretary

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

rn
Enc. 1

RECEIVED
FOR FILING

S-14(12)

April 16, 1953

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of an agreement between the State Highway Commission and Douglas County covering the Lone Rock Bridge Section of the North Umpqua County Road, FAS 253.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 1

RECEIVED
MAY 5 1953
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 1468

5-14(70)
1923

Salem, Oregon
April 16, 1953

4/23

Agenda Item hgg

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with Douglas County covering the Lone Rock Bridge Section of the North Umpqua County Road, FAS 253.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Douglas County Court.

Yours very truly,

Acting Secretary

rn
Attach: 1

Salem, Oregon
April 15, 1953

Agenda Item 4-gg

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached are five fully executed copies of a
Maintenance Agreement with Douglas County covering the Lone
Rock Bridge Section of the North Umpqua County Road, FAS 253.

The original of the above agreement has been retained
in this office for the Commission's files and one fully executed
copy has been sent to the County Court of Douglas County.

Yours very truly,

Acting Secretary

rn
Attach: 5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 3, 1953

SUBJECT:

To:

Mr. W. C. Williams
OFFICE

~~APPROVED~~

~~ASST. STATE HIGHWAY ENGINEER~~

~~Date~~

REFERRED TO

Query

NOTED

Enclosed are seven copies of a maintenance agreement covering the Lone Rock Bridge Section of the N. Umpqua County Road, FAS 253, in Douglas County.

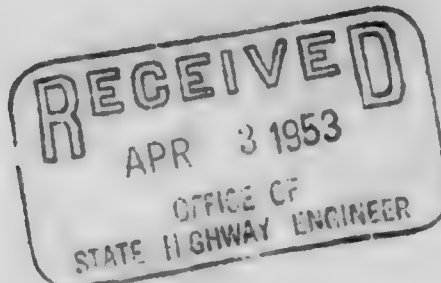
All copies have been executed by Douglas County and the agreement is now ready for presentation to the Highway Commission. Please return five either fully executed or certified true copies of the agreement to this office for submission to the Bureau of Public Roads.

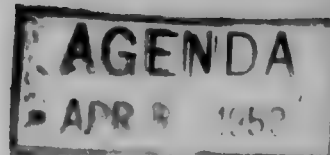
John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Encl.





499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 3, 1953

SUBJECT: Assignment #4123

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Query.

Enclosed are three copies of an agreement with Douglas County covering participation in the costs of the Lone Rock bridge on the N. Umpqua County Road, FAS 253.

Two copies of this agreement have been executed by Douglas County and are now ready for presentation to the Commission.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

"A"
2 copies for
signature



NOTED
W.C. Williams

S+C

No. 4120
By Reader

ASSIGNMENT

Date: April 1, 1953

Description: Letter of March 30 by Tom Reader enclosing six copies of agreement re construction of Lone Rock Bridge over North Umpqua River on North Umpqua County Road (FAS 253)

Acknowledged by _____ Referred to Cattrall ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____

PLEASE RETURN TO
W. C. WILLIAMS signature

COUNTY
BOUNDARY

Assignment executed 4-3-53 Report received _____

Remarks: To check, and if ok secure signatures of county officials. WCW

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Herewith you will find the original and five copies of the proposed agreement relative to the construction of the Lone Rock Bridge over the North Umpqua River and on the North Umpqua County Road, FAS 253, in Douglas County.

You will note that the enclosed agreement is an entirely new form of contract and therefore can be utilized by the County and City Relations Division as a pattern for any agreements concerning similar type of projects in the future.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reader
THOMAS J. READER
Assistant Attorney

TJR:jfw
Encls. 6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 30, 1953

Salem, Oregon

SUBJECT: AGREEMENT WITH COUNTY
RE: FEDERAL AID SECONDARY
ROAD PROJECT

To: Mr. W. C. Williams
Asst. State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Herewith you will find the original and five copies of the proposed agreement relative to the construction of the Lone Rock Bridge over the North Umpqua River and on the North Umpqua County Road, FAS 253, in Douglas County.

You will note that the enclosed agreement is an entirely new form of contract and therefore can be utilized by the County and City Relations Division as a pattern for any agreements concerning similar type of projects in the future.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By *Thomas J. Reader*
THOMAS J. READER
Assistant Attorney

TJR:jfw
Encls. 6

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

1-11-10
3723

April 16, 1953

Mr. R. H. Baldeck
State Highway Engineer
Salem, Oregon

Dear Sir:

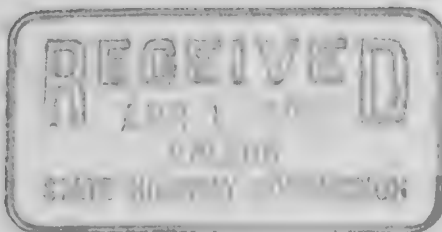
As requested in your April 14 letter advising that financial arrangements have been completed between the State and Douglas county in connection with Oregon Project S-14 (10), Lone Rock Bridge Section of the North Umpqua Highway, we hereby concur as of this date in award of contract to Tom Lillebo, Reedsport, Oregon, low bidder in the amount of \$166,515.00 at the April 9, 1953 bid opening.

Very truly yours,

C. G. Folk
C. G. FOLK
District Engineer

copy to Jackson.

NOTED
W. C. WILLIAMS



RECEIVED
APR 14 1953
FOR FILING

5-14(10)
3923

April 14, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
108 Highway Building
Salem, Oregon

Dear Sir:

Re: Lone Rock Bridge
F. A. 5-14(10)

We propose to award the contract for this project to Tom Lillebo of Reedsport, Oregon, on the basis of his low bid in the amount of \$166,515, submitted April 9, 1953. May we have your concurrence in this action.

Award of the contract was held up pending completion of certain financial details between the Highway Commission and Douglas County. They are now completed to the satisfaction of the Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

F. C. Williams
Asst. State Highway Engineer

CAG:aa

cc G. S. Paxson

RECEIVED
APR 15 1953
FOR FILING

5-14(10)

April 15, 1953

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of a Maintenance Agreement between the State Highway Commission and Douglas County covering the Lone Rock Bridge Section of the North Umpqua County Road, FAS 253.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc.

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 14, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Mr. Glaisyer's office advises that they have received this date a check from Douglas County in the amount of \$37,500 representing the county's advance deposit of 20% of the estimated total cost for the Lone Rock Bridge Section of the N. Umpqua County Road, FAS 253.

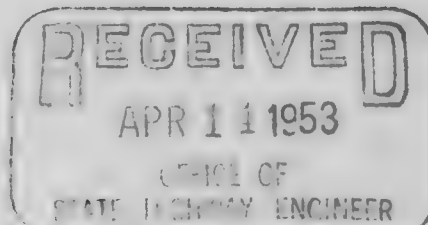
Insofar as this office is concerned, this project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hageman
John F. Hageman
Assistant Engineer

JFH:MM



L. W. BECKLEY, COUNTY COMMISSIONER

CARL C. HILL, COUNTY JUDGE

E. R. METZGER, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK AND RECORDER
NED DIXON, ASSESSOR
OLIVER L. JOHNSON, TREASURER
BEN B. IRVING, SURVEYOR
F. C. FREAR, BRIDGE ENGINEER
WALLY HECTOR, ROAD ENGINEER



ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL Supt
C. H. BAIRD, SR., SHERIFF
AGNES M. PITCHFORD, PROB. OFFICER
E. J. WAINSCOTT, HEALTH OFFICER
L. L. POWERS, CORONER

NOTED
J. W. CATTRALL

DOUGLAS COUNTY
ROSEBURG, OREGON

April 13, 1953

R. H. Baldock,
State Highway Engineer
Salem, Oregon.

NOTED
J. F. HAGEMANN

Attention Mr. John W. Cattrall
Engineer, County and City Relations.

Dear Sir:

Pursuant to your letter of the 10th, we enclose herewith
Douglas County check in the amount of \$37,500.00, advance deposit on
cost of construction of the Lone Rock Bridge.

Very truly yours,

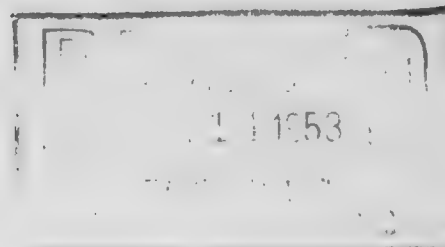
DOUGLAS COUNTY COURT

By *L. W. Beckley*
Commissioner

*check 18099 for
\$37,500.00 to Auctg*

*LVB:w
Rev. 4-14-53*

J. Query



RECEIVED
APR 11 1953
FOR FILING

3723

April 13, 1953

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on April 9, 1953 accepted your bid in the amount of \$166,515.00 for construction of the Lone Rock Bridge on the North Umpqua Road in Douglas County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety as soon as concurrence is received from the Bureau of Public Roads and Douglas County has made provisions for the deposit of \$37,500 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

ohs
Enclosure

cc H. G. Smith
S. H. Probert
G. B. Paxson
W. M. Franowa, SIAC

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

April 10, 1953

Douglas County Court
Court House
Roseburg, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On April 9 the State Highway Commission received a satisfactory low bid for the construction of the Lone Rock Bridge from Tom Lillebo of Reedsport. The bid was as follows:

1-Shoring, Cribbing etc.	All required	\$ 14,600
2-Excavation for Structure	340 c.y. @ \$10.00	3,400
3-Excavation below Elev. Shown	20 c.y. @ \$20.00	400
4-Class "A" Concrete	960 C.y. @ \$67.00	64,320
5-Metal Reinforcement	180,000 lbs. @ \$ 0.11	19,800
6-Structural Carbon Steel	107,000 lbs. @ \$ 0.235	25,145
7-Structural Low Alloy Steel	185,000 lbs. @ \$ 0.21	38,850
	Total Contract Items	\$166,515
	12-1/2% Eng. & Contingencies	20,815
	Estimated Total Cost	\$187,330

As per the agreement between State and County, the advance deposit to be made by Douglas County equals 20% of \$187,330 or \$37,500 when rounded to the nearest one hundred dollars.

Upon receipt of said deposit, a contract will be awarded. Please make this deposit by means of a certified check payable to the Oregon State Highway Commission in the amount of \$37,500 and forward same to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

RECEIVED
FOR FILING
OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The following is quoted for your information and record from the Acting Commissioner's March 27, 1953 airmail memorandum through our Western Headquarters approving the fifteenth supplement to the Oregon Federal-aid Secondary Highway Program:

"The projects involving Federal participation from the above funds, as listed in Stage 2 of the fifteenth supplemental program, submitted with your memorandum of March 12, 1953, are approved effective March 19, 1953.

This supplemental program contains 2 construction projects (Items 196 and 197), covering improvements on 1.3 miles of roadway and bridges, at a total estimated cost of \$405,000, with Federal-aid secondary funds requested in the amount of \$243,000.

After approval of this submission, the records of this office show the State's unprogrammed balance of Federal-aid secondary funds to be \$1,731,562.93.

Item 196, Project S-14(10) provides for the construction of a bridge only. In accordance with your recommendation, program approval of this project is given with the understanding that adequate approaches and surfacing will be provided either with or without Federal participation.

The two items in this submission are submitted for less than the legal pro rata, but the Federal funds requested in each case are in a substantial amount. Program approval of these projects is therefore given with the understanding that, prior to starting of work or award of contract, requests will be submitted and approved increasing the Federal financing to the full pro rata, or the State will accept the present Federal financing as a firm commitment.

L.P.

R. H. Baldock - 2

April 9, 1953

"District Engineer Polk's comment is noted that section 1.6 of the regulations has been complied with regarding the selection of the projects and that the projects meet the requirements of the Commissioner's memorandum of June 12, 1951 with respect to the approval of construction projects."

Very truly yours,

C. G. POLK
District Engineer

By *R. E. McMullen*

R. E. McMULLEN
Program and Planning Engineer



DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

March 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-14(9) Lone Rock Bridge Section of the North Umpqua Road have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Please submit the usual copies of County resolution and maintenance agreement.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

NOTED
W. C. [illegible]

for

L. V. BECKLEY, COUNTY COMMISSIONER

CARL C. HILL, COUNTY JUDGE

E. R. METZGER, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK AND RECORDER
NED DIXON, ASSESSOR
OLIVER L. JOHNSON, TREASURER
BEN B. IRVING, SURVEYOR
F. C. FREAR, BRIDGE ENGINEER
WALLY HECTOR, ROAD ENGINEER



DOUGLAS COUNTY
ROSEBURG, OREGON

March 20, 1953

Oregon State Highway Department
Attention Mr. John W. Cattrall
Salem, Oregon.

Gentlemen:

This will confirm the agreement previously made, that Douglas County will place, or cause to be placed, suitable road approaches required to connect the new Lone Rock Bridge (FAS253) with the existing relocated North Umpqua Highway.

Very truly yours,

DOUGLAS COUNTY COURT

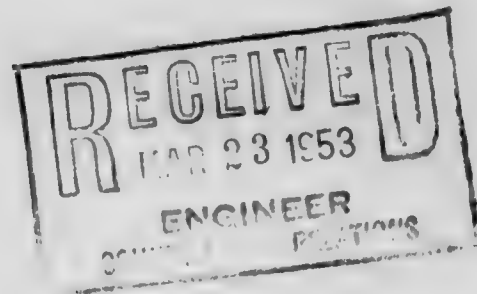
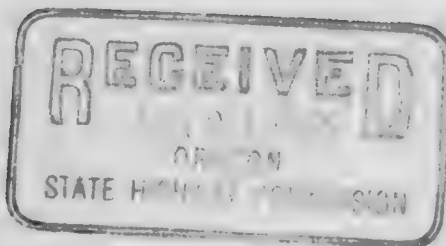
Carl C. Hill County Judge
L. V. Beckley Commissioner
E. R. Metzger Commissioner

ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL Supt
C. H. BAIRD, SR., SHERIFF
AGNES M. PITCHFORD, PROB. OFFICER
E. J. WAINSCOTT, HEALTH OFFICER
L. L. POWERS, CORONER

NOTED
J. W. CATTRALL

46 FAS 253
NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN



RECEIVED
MAR 25 1953

FOR FILING

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. H. MEYER, MEMBER
PORTLAND



OREGON
STATE HIGHWAY DEPARTMENT

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

March 20, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

3-14(1)
3723

408

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Re: North Umpqua River Bridge in
Douglas County, FAP No. 8-14(10)

We have your letter of March 18 concerning the approaches to the Lone Rock Bridge over the North Umpqua River. This is a Federal Aid Secondary Project on a county road. Douglas County has agreed to construct the approaches without cooperation from the State or Federal Government. The agreement between the State and the county on this project will incorporate this requirement. The agreement is now in the process of being drafted.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams ✓

Date: March 19, 1953

ASSIGNMENT

No. 1082
By

Description: Letter dated March 18 from C. G. Polk re state or county plans for improvement of road approaches to North Umpqua River Bridge in Douglas County.

Acknowledged by _____ Referred to PAISON ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation

Return with rough draft of reply

Please prepare for _____

William's

signature

PLEASE RETURN TO
W. C. WILLIAMS

408 STATE HIGHWAY BLDG.
SALEM, OREGON

1953

Assignment executed 3 23 53 Report received _____

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

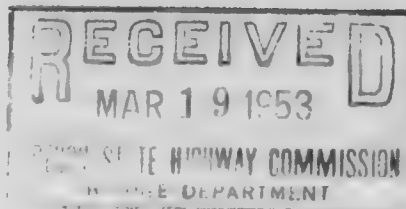
Program approval of Item 196, Project S-14(10), North Umpqua River Bridge in Douglas County, has been recommended with the understanding that adequate approaches will be constructed with or without Federal participation concurrently with or immediately following construction of the bridge.

Prior to authorizing advertising of the project, will you kindly advise this office as to State or County plans for improvement of the road approaches to the structure.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS



DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

March 18, 1953

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

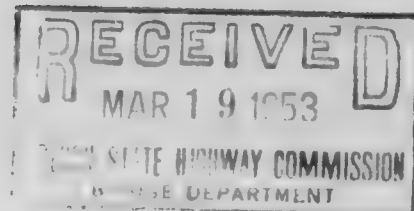
Program approval of Item 196, Project S-14(10), North Umpqua River Bridge in Douglas County, has been recommended with the understanding that adequate approaches will be constructed with or without Federal participation concurrently with or immediately following construction of the bridge.

Prior to authorizing advertising of the project, will you kindly advise this office as to State or County plans for improvement of the road approaches to the structure.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS



NOTED
J. W. CATTRALL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 18, 1953

NOTED
Harold C. Ayers

SUBJECT:

To: Mr. C. W. Enfield

NOTED
J. F. HAGEMANN

The Highway Commission plans to call for bids on the Lone Rock bridge at its April 8 and 9 meeting. This bridge is to be constructed as a County Federal Aid Secondary project under the policy and procedure approved by the Highway Commission on August 18, 1952.

It is requested that an agreement be prepared for execution by the State and Douglas County covering the following points:

GENERAL

- (1) The Highway Commission plans to construct the Lone Rock bridge over the North Umpqua River on the North Umpqua County Road, FAS 253, in Douglas County. The bridge will have a total length of 514', 6-1/8" and consist of a 200' steel truss span with reinforced concrete deck girder approaches. The roadway will be 26' in width.
- (2) This bridge is to be constructed as a Federal Aid Secondary project and has been designated as Oregon Project 3-14(10). It will be a cooperative project between the State, using federal-aid and state funds, and the County, using county funds. Attached as Exhibit "A" is a set of project plans.

THINGS TO BE DONE BY STATE

- (1) Prepare all plans, let all contracts, and supervise the construction of the project as proposed.
- (2) State shall pay for all construction, collect federal-aid funds from the Bureau of Public Roads in the usual manner, and, as soon as available, furnish the county with an itemized statement of total construction costs. Total construction costs shall include contract items, construction engineering, and all contingency items as reflected on Highway Department cost records.
- (3) State shall, using state funds, pay 50 per cent of all construction costs in excess of federal funds collected in connection with this project providing however, that the total construction costs do not exceed \$208,000. The sum of \$208,000 is the total of federal-aid secondary funds available to

March 18, 1953

Douglas County for the years 1954 and 1955 and includes matching funds of the state and county as well as federal-aid allocation. In the event the total construction costs exceed \$208,000 the State shall pay 50 per cent of the difference between \$208,000 and the amount of federal-aid funds collected for the project and shall pay none of the costs in excess of \$208,000.

(4) State shall, at no cost to county, furnish county with descriptions of property required for right of way or as a material source in connection with the proposed project.

THINGS TO BE DONE BY COUNTY

(1) County shall, at no cost to state, do anything and all things necessary to acquire any property needed for right of way or material sources after being furnished descriptions of same by the state.

(2) County shall pay 50% of all construction costs in excess of federal funds collected by state in connection with the proposed project providing, however, that the total construction costs do not exceed \$208,000. In the event the total construction costs exceed \$208,000 the County shall pay 50% of the difference between \$208,000 and the amount of federal funds collected for the project and shall pay all of the costs in excess of \$208,000.

The county's share of the total construction costs shall be paid in the following manner:

(a) County shall deposit with the state an amount equal to 20% of the estimated total cost of the proposed project based on the low bid received by state providing this estimated total cost is equal to or less than \$208,000. In the event the estimated total cost is more than \$208,000 County shall deposit with the state an amount equal to 20% of \$208,000 plus an amount equal to the estimated total cost less \$208,000. The above estimated total project cost shall consist of the total of all contract items contained in the low bid plus 12-1/2% for engineering and contingencies.

(b) County shall make the above deposit within ten days after demand by state.

(c) When final costs are available State shall furnish county with an itemized statement of final costs and an adjustment in the county's share shall be made in accordance with the provisions of paragraph 2 above.

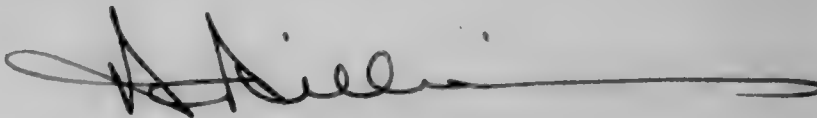
(3) In the event the estimated total project cost exceeds \$208,000 the County reserves the right to accept or reject the terms of this agreement.

(4) By execution of the agreement the County approves the project plans and specifications.

Mr. C. W. Enfield - 3

March 18, 1953

Copies of the plans for use as Exhibit "A" will be furnished by the County and City Relations Division as soon as available. Please prepare seven copies of the agreement in addition to any required by the Legal Department. If any further information is needed, contact the County and City Relations Division.



W. C. Williams
Assistant State Highway Engineer

Attachment

cc Mr. J. W. Cattrall ✓

NOTED
J. W. CATTRAIL

Salem, Oregon
March 17, 1953

Mr. W. C. Williams
OFFICE

NOTED
J. F. HAGEMANN

Enclosed is a suggested letter to the Legal Department requesting preparation of an agreement covering the proposed Douglas County FAS project. As this will be the first agreement of this nature it is suggested you examine the terms set forth to see if they meet with your approval.

The engineers' estimate for this project is \$195,000 which figure includes 12-1/2% for engineering and contingencies; however, the programmed amount of \$208,000 is used as the basis of the agreement. State participation in costs would be limited to 50% of the money required to match federal funds excepting that all costs in excess of \$208,000, if any, would be paid by the county. The county's advance deposit would be based on the low bid received and this deposit would be collected after receipt of the low bid and before award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

NOTED
J. W. CATTRALL

Salem, Oregon
February 16, 1953

NOTED
Harold C. Ayers

Mr. G. S. Paxson
Bridge Engineer

NOTED
J. F. HAGEMANN

I have in my files a letter of February 10, 1953, from the Douglas County Court approving the plans and specifications for the Lone Rock bridge over the N. Umpqua River.

John W. Cattrall
Engineer, County and City Relations

JWC:MM

cc: Mr. S. H. Probert

File 253

ACKLEY, COUNTY COMMISSIONER

CARL C. HILL, COUNTY JUDGE

E. R. METZGER, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK AND RECORDER
NED DIXON, ASSESSOR
OLIVER L. JOHNSON, TREASURER
BEN B. IRVING, SURVEYOR
F. C. FREAR, BRIDGE ENGINEER
WALLY HECTOR, ROAD ENGINEER



ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL Supt
C. H. BAIRD, SR., SHERIFF
AGNES M. PITCHFORD, PROB. OFFICER
E. J. WAINSCOTT, HEALTH OFFICER
L. L. POWERS, CORONER

DOUGLAS COUNTY
ROSEBURG, OREGON

February 10, 1953

Mr. John Cattrall, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon.

Dear Sir:

The Douglas County Court, having examined the plans for the
Long Rock Bridge over the North Umpqua River, hereby approves the plans
and specifications for the proposed Federal Aid project.

Very truly yours,

DOUGLAS COUNTY COURT

By

County Judge

By

Commissioner

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 5, 1953

SUBJECT:

To:

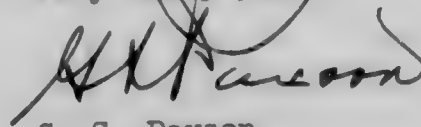
Mr. J. W. Cattrall
County and City Relations Engineer
Office

Dear Sir:

Herewith prints from our Drawings 10014 and 6424. The first drawing is the plan and elevation of the proposed Lone Rock Bridge over the North Umpqua River, which is a project approved by the Highway Commission for the Federal Aid Secondary Program. The second drawing is a print of the vicinity map showing the general location of the crossing.

We want to get this job under contract as soon as possible, and it would be appreciated if you would secure the approval of the Douglas County Court to the plans.

Very truly yours,



G. S. Paxson
Bridge Engineer

GSP:gm
Attached

NOTED
JAN 31 1953

January 30, 1953

Douglas County Court

Roseburg, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the project in Douglas County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Roseburg and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Douglas County, this will be approximately \$41,600 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:SM
Att.

NOTED
J. W. CATTRALL

71,253

DOUGLAS COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - \$208,000
1955 - \$--

PROPOSED PROJECTS:

1954 - FAS 253. Replace the Lone Rock Bridge. Estimated cost of structure only \$208,000.

1955 - None.

REMARKS: The proposed bridge was designed by the Highway Bridge Division in 1951 as part of an FAS project proposed at that time. The bridge was later deleted from the program due to lack of funds. The existing bridge is in a dangerous condition and should be replaced as soon as possible. For these reasons it has been programmed in the first year (1954). Any approach work required will be done by the county at county expense.

L. V. BECKLEY, COUNTY COMMISSIONER

CARL C. HILL, COUNTY JUDGE

E. R. METZGER, COUNTY COMMISSIONER

ROY AGEE, CLERK & RECORDER
NED DIXON, ASSESSOR
OLIVER L. JOHNSON, TREASURER
BEN B. IRVING, SURVEYOR
F. C. FREAR, BRIDGE ENGINEER
WALLY HECTOR, ROAD ENGINEER



ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL Supt.
O. T. CARTER, SHERIFF
AGNES M. PITCHFORD, PROB. OFFICER
E. J. WAINSCOTT, HEALTH OFFICER
HOLT GRIMES, CORONER

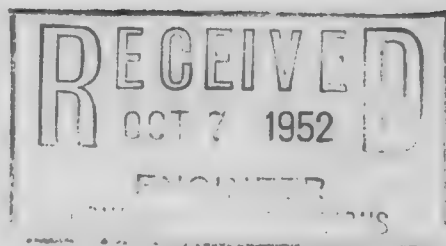
NOTED
J. W. CATTRALL

DOUGLAS COUNTY
ROSEBURG, OREGON

October 6, 1952

Oregon State Highway Department
Salem, Oregon.

Attention: John W. Cattrall, Engineer
County and City Relations Division.



Gentlemen:

Under County Federal Aid Secondary program policy and procedure approved by the State Highway Commission August 18, 1952, for 1954 and 1955 programs only, the Douglas County Court wishes to propose for your approval the construction of the Lone Rock Bridge on Douglas County F.A.S. Road #253, contract to be let as soon as possible. As this is an emergency job we wish to make application for the allocation of both the 1954 and 1955 funds for this project.

The match money required of the county will be available whenever requested by the Highway Commission.

If there are insufficient funds available for the approaches they can be built by the county.

Very truly yours,

DOUGLAS COUNTY COURT

Carl C. Hill
L. V. Beckley
E. R. Metzger

County Judge

Commissioner

Commissioner

ERM:w



20-8311 Crew-Douglas Co. Line Rock 1953
Prod. Proj., Territorial Hwy.
#3924

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 29, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3924

4-final

L. P. STUBBLEFIELD

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

14189

R-72139

\$ 878.69

July 28, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1953

Time Extensions: None

Completion Date: June 2, 1953

Date Accepted: June 25, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-29-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

[Signature]
H. B. Glaisyer
Secretary

Warrant Mailed:

[Signature]

NOTED ON CARD

RECEIVED
FOR FILING

11-1311
3724

July 15, 1953

Hartford Accident & Indemnity Co.
Pacific Dent., Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

State highway contract No. 3924 for work performed on the Crow-Douglas County Line Section of the Territorial Highway in Lane County was completed by the contractor, L. P. Stubblefield on June 2, 1953 and was formally accepted by the Highway Commission on June 25, 1953.

Final payment in the amount of \$878.69 will be released to the contractor on or after July 25, 1953. The total contract amount is \$29,375.17, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc - Hartford Accident & Indemnity Co.
Geo. S. Kerr Co.
Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

7-15-53

RECEIVED
JUN 30 1953
FOR FILING

50-171

June 29, 1953

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to L. P. Stubblefield in connection with contract No. 3924, for rock production on the Crow-Douglas County Line Section of the Territorial Highway in Lane County.

This payment, in the amount of \$886.18, will be released to the contractor on or after July 9, 1953. The retained percentage is \$881.33.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hartford Accident & Indemnity Co.
Geo. S. Kerr, Agent
Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

6-29-53

RECEIVED
JUN 26 1953
FOR FILING

June 24, 1953

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to L. P. Stubblefield a portion of the funds heretofore retained by the Commission on contract No. 3924, for rock production on the Crow-Douglas County Line Section of the Territorial Highway in Lane County.

This payment, in the amount of \$17,668.90, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of \$853.93. The present payment will be released to the contractor on or after July 6, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hartford Accident & Indemnity Co.
Geo. S. Kerr, Agent
Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 6, 1953

Section Crow-Douglas County Line Kind of work Rock Production
 Highway Territorial Section prefix 20-8311
 Contractor L. P. Stubblefield Contract number 3924
 Date of contract April 22, 1953 Date of completion October 31, 1953
 Date work started April 27, 1953 Estimated date of completion 19
 Amount of contract \$28,930.00 Per cent of time elapsed 45 23%
 Estimated cost of completed project, exclusive of engineering 192 \$30,650.00
 Per cent of contract completed, based on total contract price 100%
 Engineering cost to date \$1,265.10, 54% Date project was completed June 2, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Contractor finished shaping up 3/4"-0" stockpiles
 in Site "A" and 3/4" - 0" stockpiles in new Site. Contract-
 or completed project this week.

ENGINEERING

Survey Crew remeasured 3/4"-0" piles at Site "A" and
 3/4"-0" at New Site. One man in office three days this week
 computing stockpile yardage.

NOTED
 B. A. MARTIN

NOTED
 H. G. SMITH

Signed

Forrest L. E. Couper
 FORREST COUPER

Address Rm. 5 506 1/2 Main str. Springfield, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			11,000 C. Y.		
Estimated quantities moved or placed to date			11,000 C. Y.		
Average daily quantities			None		
Average daily quantities necessary to complete project on time			None		
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men	5					2	7
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ~~Emico~~-Loading on B-4 Cat. (1)

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Rain		
Saturday			

RECEIVED
MAY 7 1953
FOR FILING

40-2211
3924

May 6, 1953

Mr. L. P. Stubblefield
P. O. Box 341
Eugene, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3924, which was awarded to you on April 22, 1953 by the State Highway Commission, for rock production on the Crow-Douglas County Line Section of the Territorial Highway in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 1, 1953

SUBJECT: Assignment No. 4165
Crow-Douglas County Line
Rock Production Project
Lane County

To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

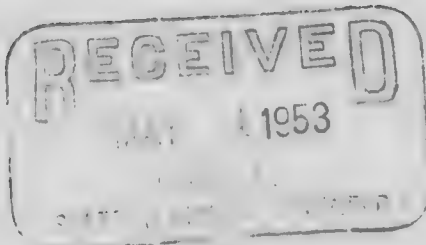
NOTED
W. C. WILLIAMS

I return herewith the above Assignment which was referred to Mr. Smith and advise that we are proceeding with the condemnation proceedings on the quarry site.

J. L. Porter
J. L. PORTER
Right of Way Engineer

RLP/fn

Enc.



Date: April 20, 1953

ASSIGNMENT

No. 416
By W.C.W.

Description: Letter of April 16 by R. L. Porter re Crow-
Douglas County Line Rock Production Project on Territorial
Highway in Lane County

MENT

Acknowledged by _____ Referred to Smith _____

PLEASE RETURN TO
W. C. WILLIAMS

~~xxxx~~ Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____

PLEASE RETURN TO
W. C. WILLIAMS

signature _____
las Co. Line
uction Project
al Highway
ity

Assignment executed _____ Report received _____

Remarks: What about the stockpile site? Can we award?
Also what about quarry? WCW

We have received a letter from Mr. L. P. Stubblefield, (the
low bidder on this project) in which he states that he will
use his own quarry in connection with this project. This
being the case, the contract may be awarded as far as this
Department is concerned.

I have been told that Mr. Stubblefield is raising some ob-
jection to the location of the stockpile site which we have
optioned. It is an alternate site, and not the one which
was set up in the contract. We were unable to option the
one called for except at an exorbitant figure.

It will also be appreciated if you will advise us as to
whether or not to proceed with our condemnation action on
the specified quarry site.

R. L. Porter
R. L. PORTER
Right of Way Engineer

NOTED
W. C. WILLIAMS

RLP:lb

*We and proceeding to
4/24/53*

*WCW. We should award the quarry as we will
need it later. Change in stockpile site would
cause but adjustment could be made. See no objection
to changed site.*

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 16, 1953

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT: Crow-Douglas Co. Line
Rock Production Project
Territorial Highway
Lane County

To: Mr. W. C. Williams
1st Assistant State Highway Engr.
OFFICE

We have received a letter from Mr. L. P. Stubblefield, (the low bidder on this project) in which he states that he will use his own quarry in connection with this project. This being the case, the contract may be awarded as far as this Department is concerned.

I have been told that Mr. Stubblefield is raising some objection to the location of the stockpile site which we have optioned. It is an alternate site, and not the one which was set up in the contract. We were unable to option the one called for except at an exorbitant figure.

It will also be appreciated if you will advise us as to whether or not to proceed with our condemnation action on the specified quarry site.

R. L. Porter

R. L. PORTER
Right of Way Engineer

NOTED
W. C. WILLIAMS

RLP:lb

W.C.W. We should acquire the quarry as we will need it later. Change in stockpile site would change but adjustment could be made. can see no objection to changed site.

We are proceeding to acquire quarry 4/29/53

RECEIVED
APR 23 1953
FOR FILING

44-8-11
6724

AGENDA
MAY 18 1953

30-7

April 22, 1953

Mr. L. P. Stubblefield
P. O. Box 341
Eugene, Oregon

Dear Mr. Stubblefield:

The State Highway Commission on April 8th accepted your proposal for the Crow-Douglas County Line Rock Production Project on the Territorial Highway south from the town of Crow southwest of Eugene in Lane County, for the sum of \$28,930, and on the same day awarded Contract No. 3924 to you subject to clearance of right of way matters. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

cc - Mr. W. M. Franawa
Mr. H. G. Smith
Mr. S. H. Probert
Mr. Goldie Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

W. P. MARSHALL, PRESIDENT

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
9:15 a.m.
April 22, 1953

Mr. L. P. Stubblefield
P. O. Box 341
Eugene, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for rock production on Crow-Douglas County Line Section of Territorial Highway in Lane County for which you submitted low bid on April 8. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query, Acting Secretary

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

8-217(2)

Jacksonville Grade Unit, 1953
Provolt-Jacksonville Sec.,
Medford-Provolt Hwy.

43925

S-217(2)

Jacksonville Grade Unit,
Provolt-Jacksonville Sec.,

1953

#3925

Medford-Provolt Hwy.

RECEIVED
MAR 9 1955

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 4, 1955

S-217 (K)
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3725
(VOUCHER NO.)

15-3121
(WARRANT NO.)

The Central Heating Co., Oregon Ltd.
& P. L. Somers
(AMOUNT) (DATE)

3758

R-116802

\$ 4,571.47

3/3/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **July 31, 1954**

Time Extensions: **to Oct. 28, 1954 without penalty**

Completion Date: **Oct. 28, 1954**

Date Accepted: **Jan. 18, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **3-4-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: *3/7/55*

NOTED ON CARD
[Signature]

RECEIVED
JAN 24 1955
FOR FILING

J 211(-)
3125

January 21, 1955

REGISTERED MAIL

United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 3925 for grading and paving on the Jacksonville Grade Unit of the Provolt-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County was completed by the contractor, The Central Heating Co., Oreg. Ltd., & F. L. Somers, on October 28, 1954, and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of \$4,571.47 will be released to the contractor on or after January 31, 1955. The total contract amount is \$154,157.52, of which amount \$1,489.34 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

Robert M. ...
DC

RECEIVED
DEC 20 1954
FOR FILING

S-211 (2)

December 17, 1954

REGISTERED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to The Central Heating Co. Oreg. Ltd. & F. L. Somers, on contract No. 3925, covering the Jacksonville Grade Unit, Provolt-Jacksonville Section of the Medford-Propolt Highway in Jackson County. This payment, in the amount of \$9118.69 will be released to the contractor on or after December 27, 1954. The retained percentage is \$4626.37.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

RECEIVED
DEC 17 1954
FOR FILING

S-217 (2)

December 16, 1954

The Central Heating Co. reg. d. &
J. L. Somers
665 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from July 31, 1954 to October 28, 1954 within which to complete your contract No. 3925, covering the Jacksonville Grade Unit, Provolet-Jacksonville section of the Medford-Provolet Highway in Jackson County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

DELEGATE STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

C. C. Call,
Assistant Engineer

H. B. Smith,
Construction Engineer

RECEIVED
NOV 23 1954
FOR FILING

5-2117 (2)

November 22, 1954

Oregon State Highway Commission

Request for extension of time
No. 19
December 7 and 8 Meeting

Gentlemen:

Herewith is a request from the Central Paving Company of Oregon and V. L. Somers for an extension of time on the Jacksonville Grade Contract No. 3925, from July 31, 1954 to October 28, 1954.

An extremely large paving program in this area together with extremely bad weather during the paving season made the scheduling of the paving of this contract difficult to line in with other projects. The contractor followed the schedule set up by the Division Engineer, and completed the paving in accordance with the assigned schedule.

I recommend that the extension be granted without penalty, and Mr. C. B. Polk of the Bureau of Public Roads concur in this recommendation.

Very truly yours,

R. H. Hallock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
NOV 16 1954
FOR FILING

S-217 (2)
2/25

November 15, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Jacksonville Grade Contract No. 3925, Oregon S-217 (2), from July 31, 1954 to October 28, 1954, to the Central Heating Company and F. L. Somers, contractors.

An extremely large paving program in this area together with extremely bad weather during the past season made the scheduling of the paving of this contract difficult to line in with other projects. The contractor followed the schedule set up by the Division Engineer, and completed the paving in accordance with the assigned schedule.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldeck
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
NOV 8 1954
FOR FILING

S-217(2)
3925

November 4, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 28, 1954, on Contract No. 3925, Jacksonville Grade Unit, Prevault-Jacksonville Section, in Jackson County, in connection with Federal Aid Project No. S-217 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WPC:ra

cc: John Cattrall

5-217(2)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Final Report

For Week Ending October 30th., 1954

Section Jacksonville Grade Unit
Provolt - Jacksonville
 Highway Medford - Provolt
 Contractor The Central Heating Co., of Oregon
Ltd. and F. L. Somers
 Date of contract April 24, 1953, 19
 Date work started April 27, 1953, 19
 Amount of contract \$ 163,375.30
 Estimated cost of completed project, exclusive of engineering \$ 163,375.30
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 17,206.18, 132.6 % Date project was completed October 28th., 1954

Kind of work Grading & Paving
 Section prefix 115-1031
 Contract number 3925
 Date of completion July 31, 1954, 19
 Estimated date of completion Oct. 28, 1954, 19
 Per cent of time elapsed 100+ %

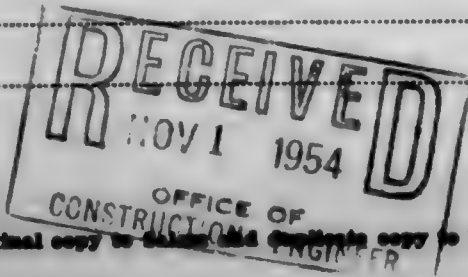
General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor had crew of three men shooting and burning a few stumps and logs left from the clearing operations. Completed job on Thursday of this week.

NOTED
M. G. SMITH

NOTED

B. A. MARTIN



Signed

Address

Box 306, Grants Pass, Oregon

Mail original copy to Bureau and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.23	1.23		Shoulders 1.23	1.23
Miles partially completed					
Miles completed	1.23	1.23		1.23	1.23
Total estimated quantities	112,000	11,000	3,000	490 CY	2,960
Estimated quantities moved or placed to date	112,000	11,000	3,000	490 "	2,960
Average daily quantities:					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

State Printing

RECEIVED
JUL 21 1954
FOR FILING

FORM 830-50M-1-17-1953

5-217(2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 20, 1954

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

NOTED
W. C. WILLIAMS

The subcontract between F. L. Somers and the K. F. Jacobsen Company, covering Item 22, on the Jacksonville Grade Unit Contract No. 3925, Oregon 8-217 (2), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)



COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON

STATE HIGHWAY DEPARTMENT

SALEM

May 11, 1954

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Mr. Auguste Petard
Route 2
Jacksonville, Oregon

Files 19966 - 19963 - Petard
Provolt-Jacksonville Section
Medford-Provolt Highway, Jackson Co.

Dear Mr. Petard:

Reference is made to your letter of August 30, 1953, with reference to ditch located in the East half of the Southwest quarter of the Southwest quarter (E $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$) Section 31, Township 37 South, Range 2 West, W.M., in Jackson County, being on the Jacksonville Grade Unit of the Medford-Provolt Highway, which communication has been referred to this office for investigation and an opinion as to the authority of the Commission to make compensation for interference with the ditch.

The right of way for the highway across this particular subdivision on which the ditch was located was acquired under Section 17 of the Federal Aid Highway Act of November 9, 1921 (42 Stat. 212) as the subdivision is unappropriated public land.

A thorough check has been made by the State Engineer as to any vested water rights which may exist, either across this legal subdivision or on the lands on which the water previously was applied, and we are advised that there are no records of any such water rights. The same result is shown by the records of the Water Master in Jackson County.

As a further check we addressed a communication to the Bureau of Land Management of the U. S. Department of the Interior and inquired as to whether or not any ditch rights had been secured across the subdivision under the Act of March 3, 1891, c. 561 § 20, 26 Stat. 1102, which is USCA 22, Article 948, or related statutes. We now are in receipt of a letter from the Bureau advising that the records show no right of way issued for irrigation ditch purposes on the subdivision.

These investigations were not made with the purpose in mind of rejecting your claim, but, on the contrary, to see if there is any legal basis on which compensation might be paid or remedial action taken. Under the circumstances, it is the conclusion that there is no legal obligation on the part of the State Highway Commission for the reason that no legal ditch or water rights have been affected.

Mr. Auguste Petard
May 11, 1954
Page 2

It is hoped that you will realize that where there is no legal obligation to pay, the State Highway Commission has no authority to expend public funds.

Very truly yours,

C. W. ENFIELD

By

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams ✓
Mr. C. W. Enfield (2)
Mr. Forrest Cooper
Mr. Tom Edwards

Hold
for further
info

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
INTER-DEPARTMENTAL CORRESPONDENCE

September 11, 1953

To:

Mr. R. L. Porter
Right of Way Engineer
OFFICE

SUBJECT:

NOTED
W. C. WILLIAMS

Dear Sir:

During the reconstruction of the Jacksonville Grade Section, the matter came to light concerning an old, apparently unused, irrigation ditch which is owned, or at least claimed, by one Auguste Petard.

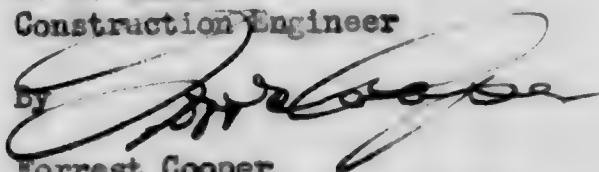
Mr. Petard wrote to the Department and complained that this ditch was being destroyed and asked for relief. This complaint was referred to the field and it has been established that Mr. Petard appears to have some right to a ditch, however, we have been unable to determine that he has any water right or that the ditch has been used for a considerable period of time. At first it was recommended that the ditch be reestablished, but further investigation has indicated that this is a rather costly procedure (approximately \$2,000), and in view of the fact that Mr. Petard apparently has not enjoyed use of the ditch for several years it was thought that it might be feasible to attempt to acquire his rights for some nominal amount of money.

Will you please see what can be done and let me know. We will hold the matter in abeyance until we hear from you.

I am attaching a copy of Mr. Petard's deed for your information.

Very truly yours,

H. G. Smith
Construction Engineer

By 
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams ✓
Tom Edwards

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

Dear Sir:

Referring to the letter from Mr. Auguste Petard to you dated August 30, 1953 re irrigation ditch on the Jacksonville Hill Section, I wish to advise that although this ditch has not been in use, it would appear from our investigation that Mr. Petard has sufficient claim of use to justify replacement. This will require a culvert and the construction of a section of the irrigation ditch, which work is being done as part of the project.

Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:js

Date: August 25, 1953

ASSIGNMENT

No. 4441

By *W.C.W.*

Description: Letter of August 30 by Auguste Petard of Jacksonville, Oregon regarding his ditch, which he says has been cut by the new highway.

Acknowledged by _____ Referred to Smith ✓

Investigate and report with recommendation

Investigation, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for _____

PLEASE RETURN TO signature
W.C. WILLIAMS

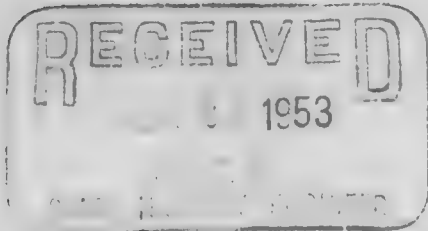
Assignment executed 9-10-53 Report received _____

Remarks:

*I recently found
my ditch has been cut by the
new highway constructed south
of here. I am owner of this
ditch and pay taxes for the
water rights. Some kind of
adjustment will have to be
made.*

*My I hear from you in
regard to this matter.*

*Yours truly,
Auguste Petard
by S.C.*



NOTED
FORREST COOPER

NOTED
W. C. WILLIAMS

-217(2)

1953

constituting

Bureau of Public
provisions of the
r supplementary

day

was approved on

r described; and

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for said project

Public Roads on

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al estimated cost

be faithfully per-
sioner do hereby

Mr. August Schard
Box 2
Jacksonville, Oreg.
Aug. 30, 1953

Mr. W. H. Baldock
Oreg. State Hwy Commission
Salem, Oregon

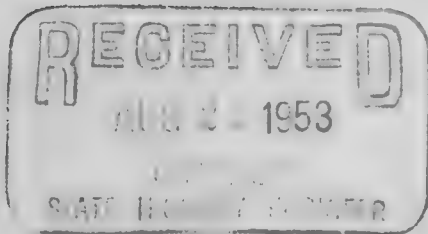
PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

I recently found out that
my ditch has been cut by the
new highway construction south
of here. I am owner of this
ditch and pay taxes for the
water rights. Some kind of
adjustment will have to be
made.

My I hear from you in
regard to this matter.

Yours truly,
August Schard
by S.C.



NOTED
FORREST COOPER

NOTED
W. C. WILLIAMS

(2)

1953

constituting

Bureau of Public
Highways of the
Supplementary

day

is approved on

described; and

for the admin-

of said project

Public Roads on

surveys, plans,

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State Oregon

Federal Aid Secondary

Project No. 8-217(2)U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of July, 1953,by and between The Oregon State Highway Commission, constitutingfor the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:.Whereas the Highway Department of said State submitted on the 6th day of March, 1953, a program, which was approved on the 19th day of March, 1953, for the project hereinafter described; andWhereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 24th day of March, 1953; andWhereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred thousand and 00/100dollars (\$ 100,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529,
(Include date and citation of

Laws 1939.

act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 257+00 in the SE 1/4, Section 1, T. 36 S., R. 3 W.,

N.M., and survey station 322+00 in the SW 1/4, Section 31, T. 37 S., R. 2 W.,

N.M., without exception,

length 1.231 miles, in Jackson County,
 being Oregon Federal Aid / Secondary project No. 8-217(2), consisting of 1.231 miles of
 roadway and no bridges, none of more than 20 feet clear span, standard length

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____

one hundred thousand and 00/100

dollars (\$ 100,000.00), which does not exceed the authorized Federal pro rata share of _____

one hundred sixty-two thousand, five hundred ninety-six and 50/100

dollars (\$ 162,596.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said

State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____

(Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OK. Miller

Attest

W. S. Seaman
SECRETARY

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Barth K. Funder
Chairman, State Highway Commission
(Title of officer)

By

Charles H. Reynolds
Member, State Highway Commission
(Title of officer)

By

Mr. McLean
Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

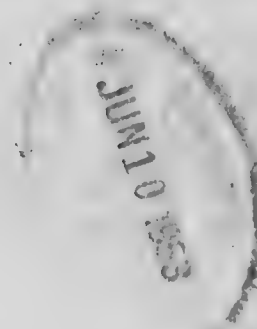
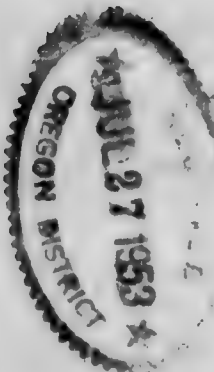
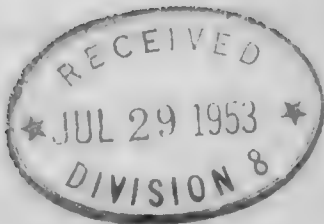
COMMISSIONER OF PUBLIC ROADS,

By

W. S. Seaman
Acting Division Engineer,
Bureau of Public Roads.

A1.52

U. S. GOVERNMENT PRINTING OFFICE 16-11879-5



Oregon State Highway Department

Federal Aid Secondary
Project No. 3-217 (2)

JACKSONVILLE GRADE SECTION OF THE
HEDFORD-PROVOLT HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1953

Type Code 6201

Roadway (Sta. 257+00 to Sta. 322+00) (Contract No. 3925)

All Required	Clearing and Grubbing		\$ 9,500.00
480 cu. yds.	Structural Excavation, Unclassified	\$ 5.00	2,400.00
160 cu. yds.	Trench Excavation, Unclassified	5.00	800.00
115,000 cu. yds.	General Excavation, Unclassified	0.54	62,100.00
160,000 yd. stat.	Short Overhaul	0.02	3,200.00
700 C-yd. stat.	Long Overhaul	0.50	350.00
1.23 miles	Finishing Roadbed and Slopes	500.00	615.00
7,800 lin. ft.	Rounding Outbanks	0.20	1,560.00
180 lin. ft.	12-inch Concrete Pipe	2.50	450.00
380 lin. ft.	18-inch Concrete Pipe	3.50	1,330.00
150 lin. ft.	24-inch Extra Strength Concrete Pipe	4.00	600.00
270 lin. ft.	24-inch Extra Strength Corrugated Metal Pipe	8.00	2,160.00
550 lin. ft.	8-inch Perforated Metal Drain Pipe	2.00	1,100.00
60 cu. yds.	3/8" - 0 Backfill in Drains	5.00	300.00
150 cu. yds.	Class "A" Concrete	50.00	7,500.00
23,000 lbs.	Metal Reinforcement	0.11	2,530.00
9,800 cu. yds.	2 1/2" - 0 Material in Base	1.95	19,110.00
1,600 cu. yds.	3/4" - 0 Material in Base	2.25	3,600.00
550 M-gals.	Sprinkling	3.00	1,650.00
160 cu. yds.	3/4" - 0 Material in Binder Course	3.00	480.00
25 tons	BC-3 Asphalt in Binder Course	50.00	1,250.00
3,000 tons	Class "B" Asphaltic Concrete	7.00	21,000.00
14 tons	RS-1 Emulsified Asphalt in Pavement Seal	60.00	840.00
80 cu. yds.	Aggregate in Pavement Seal	4.00	320.00
300 cu. yds.	Aggregate in Shoulder Oiling	5.00	1,500.00
23 tons	150-200 Asphalt in Shoulder Oiling	50.00	1,150.00
7 tons	RS-1 Emulsified Asphalt in Shoulder Oiling	60.00	420.00
	Subtotal		\$117,815.00
	10% Engr. & Cont.		14,781.50
	Total		\$132,596.50

Length of Roadway
Cost per Mile

1.231 Miles
\$132,084.89

Federal Funds-----	\$100,000.00
State Funds-----	<u>62,596.50</u>
	\$162,596.50

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529,
laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

JACKSONVILLE GRADE SECTION OF THE
MEMPHORD-PIOTOLT HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 13, 1953

Type Code 6201

Roadway (Sta. 257+00 to Sta. 322+00)

All Required	Clearing and Grubbing		\$ 10,000.00
480 cu. yds.	Structural Excavation, Unclassified	3.00	1,440.00
160 cu. yds.	Trench Excavation, Unclassified	3.00	480.00
115,000 cu. yds.	General Excavation, Unclassified	0.60	69,000.00
160,000 yd. stas.	Short Overhaul	0.02	3,200.00
700 C-yd. stas.	Long Overhaul	0.50	350.00
1.23 miles	Finishing Roadbed and Slopes	500.00	615.00
7,800 lin. ft.	Rounding Cutbanks	0.20	1,560.00
180 lin. ft.	12-inch Concrete Pipe	2.25	405.00
380 lin. ft.	18-inch Concrete Pipe	3.50	1,330.00
150 lin. ft.	24-inch Extra Strength Concrete Pipe	6.00	900.00
270 lin. ft.	24-inch Extra Strength Corrugated Metal Pipe	8.00	2,160.00
550 lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	1,375.00
60 cu. yds.	3/8" - 0 Backfill in Drains	6.00	360.00
150 cu. yds.	Class "A" Concrete	65.00	9,750.00
23,000 lbs.	Metal Reinforcement	0.14	3,220.00
9,800 cu. yds.	2 1/2" - 0 Material in Base	2.50	24,500.00
1,600 cu. yds.	3/4" - 0 Material in Base	3.25	5,200.00
550 M-gals.	Sprinkling	3.00	1,650.00
160 cu. yds.	3/4" - 0 Material in Binder Course	4.00	640.00
25 tons	RC-3 Asphalt in Binder Course	50.00	1,250.00
3,000 tons	Class "B" Asphaltic Concrete	7.00	21,000.00
14 tons	RS-1 Emulsified Asphalt in Pavement	60.00	840.00
	Seal	5.00	400.00
80 cu. yds.	Aggregate in Pavement Seal	4.50	1,350.00
300 cu. yds.	Aggregate in Shoulder Oiling	48.00	1,440.00
23 tons	150-200 Asphalt in Shoulder Oiling		
7 tons	RS-1 Emulsified Asphalt in Shoulder Oiling	50.00	350.00
	Subtotal		\$164,429.00
	10% Engr. & Cont.		16,442.90
	Total		\$180,871.90

Length of Roadway
Cost per Mile

1.231 Miles
\$116,930.06

Federal Funds-----	\$112,000.00
State Funds-----	<u>68,871.90</u>
	\$180,871.90

September 29, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing two copies of project agreement signed by
the Highway Commission for the Woodburn-Mt Angel Section, Project No.
3-227 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMI/sjs

Encl.

Oct 2 1952

RECEIVED

FOR FILING

3-217(2)
FORM E-30 25M 9-51 8231F
3425

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 21, 1953

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between the Central Heating Company and F. L. Sommers and George McIntosh covering the clearing on the Jacksonville Grade Unit of the Medford-Provolt Secondary Highway, Contract No. 3925, Oregon S-217(2), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

encl

cc W. C. Williams ✓
2 - C. G. Polk

RECEIVED
MAY 21 1953
FOR FILING

3-1177
3925

May 20, 1953

The Central Heating Co., Oreg. Ltd.
and

F. L. Somers
865 Olive Street
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3925, which was awarded to you on April 24, 1953 by the State Highway Commission, for grading and paving on the Jacksonville Grade Unit, Provolt-Jacksonville Section of the Medford-Provolt Highway in Jackson County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Olaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
JUN 17 1953
FOR FILING

AGENDA
MAY 1 1953

30-8

April 24, 1953

Central Heating Co. & F. L. Soners
865 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 8th accepted your proposal to do grading and paving work and furnish crushed material in stockpiles on the Jacksonville Grade Unit, Provolt-Jacksonville Section of the Medford-Provolt Highway in Jackson County for the sum of \$155,315, and on the same day awarded Contract No. 3925 to you subject to concurrence from the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

cc - Mr. W. M. Fransua
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

W. P. MARSHALL, PRESIDENT

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 24, 1953
9:30 a.m.

Central Heating Co. & F. L. Somers
865 Olive Street
Eugene, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Jacksonville Grade Unit, Provolt-Jacksonville Section of Madford-Provolt Highway in Jackson County for which you submitted low bid on April 8. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query, Acting Secretary

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

File
RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-217(2)
3925

April 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

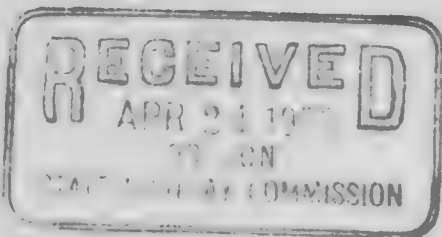
Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-217(2), Jacksonville Grade Section of the Medford-Provolt Highway, we hereby concur as of this date in award of Contract No. 3925 to Central Heating Co. and F. L. Somers of Eugene, Oregon, low bidder in the amount of \$155,315.00 at the April 8, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS



RECEIVED
FOR FILING

S-217(2)

April 24, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Jacksonville Grade Unit of the Provolt-Jacksonville Section of the Medford-Provolt Highway in Jackson County, Project S-217 (2), to the Central Heating Co. and P. L. Soners of Eugene, Oregon, on the basis of the bid of \$155,315 submitted on April 8, 1953.

All rights of entry required for this contract have been acquired.

Very truly yours,

R. H. Balcock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED

FORM E-20 JUN 1952
FOR FILING

5-217(2)
3120

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1953

SUBJECT: Jacksonville Grade Unit
Medford-Provolt Highway
Jackson County

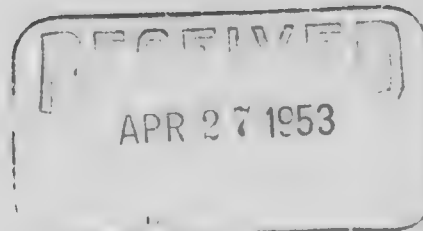
To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

The right of way for this project has now been acquired and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

NOTED
W. C. WILLIAMS



RECEIVED
1953
FOR FILING

AGENDA ITEM 4-n

EXHIBIT "G"

Minutes of February 17 and 18, 1953

RESOLUTION

7:5 Survey on the Medford-Provolt Highway - Jacksonville Hill Section

WHEREAS, the Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Jacksonville Hill Section of the ^{State Secondary} Medford-Provolt Highway in Jackson County and in connection therewith to prepare a map showing the route and location of said section of highway and file said report and record with the Commission for consideration; and,

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for the approval or disapproval of the Commission; and,

WHEREAS, after due consideration of said survey, field notes, maps and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, ^{a majority} of the members being present and affirmatively voting as follows:

1. That the survey of the Jacksonville Hill Section of the Medford-Provolt ^{State Secondary} Highway, beginning at Engineering Station 257+00, approximately 2 1/2 miles south of the town of Jacksonville, and extending in a northerly direction to Engineers Station 322+00, approximately 1 1/4 miles south of the town of Jacksonville, together with the map which for identification purposes bears Map File No. 7B-17-5 and the date of February, 1953, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer is directed to file and preserve the same in the records and files of the Commission at Salem, Oregon.

2. That when said section of said highway is permanently constructed, the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That the approval and adoption of said survey shall constitute and be deemed instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the construction, reconstruction or improvement of a highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of rights of way pursuant to the normal and approved method.

4. That this resolution be entered in the minutes and records of the Commission as of the 17th day of February, 1953.

file

S-217(-)
3123

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase - Base Design

Section: Jacksonville - Grade Unit

County: Jackson

Prefix:

Length of Project: 1.2 Miles

Highway: Provolt-Jacksonville

Res. Eng.: G. E. Roberts

Stations: 257+00 to 322+00

The recommended total thickness of base course and wearing surface is 15½ inches to be placed over a layer of selected subgrade material of 8-inch minimum thickness.

The design data is attached.

Submitted by

Ray Webber
Ass't. Construction Eng'r.

Recommended
by

H. Smith
Construction Engineer

Recommended
by

J. W. Jones
Engineer of Materials

Approved by

H. Hill
Ass't. State Highway Eng'r.

cc

Ass't. Construction Engineer
Construction Engineer
Engineer of Materials
Division Engineer (Tom Edwards)
Resident Engineer (G. E. Roberts)
Ass't. State Highway Engineer

3/10/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Jacksonville - Grade Unit

Highway: Provolt-Jacksonville

County: Jackson

Prefix:

Res. Eng.: G. E. Roberts

Length of Project: 1.2 Miles

Stations: 257+00 to 322+00

Location		% Pass 200	Soil Characteristics				Required Thickness		
<u>Station</u>	<u>Depth</u>		<u>LL</u>	<u>PI</u>	<u>R Value</u>	<u>% Silt</u>	<u>Light</u>	<u>Traffic Medium</u>	<u>Heavy</u>
269	0 - 4'	60.3	32	13	44	28.1		10 $\frac{1}{2}$ "	15 $\frac{1}{2}$ "
	4 - 5 $\frac{1}{2}$ '	51.2	32	14	15	37.4		14 $\frac{1}{2}$ "	23 $\frac{1}{2}$ "
273+50	0 - 7'	38.2	30	8	71	21.3		8 $\frac{1}{2}$ "	9 $\frac{1}{2}$ "
281+80	0 - 4'	48.6	33	11	34	23.6		11 $\frac{1}{2}$ "	17 $\frac{1}{2}$ "

3/10/53

RECEIVED
FEB 11 1953
FOR FILING

5-2176
29-

February 10, 1953

Oregon State Highway Commission

Gentlemen:

We have an item of \$170,000 in our secondary federal-aid program this year for the designated East Unit, Prevost-Jacksonville section. The County Court and others interested in this highway have requested that the money be concentrated on the Jacksonville Hill section, which as of now has extremely tortuous alignment. Some of the curves are as sharp as 64 degrees, with not sufficient width to permit trucks to stay in their proper travel lane. It is without question the most hazardous section on the Medford-Prevost Secondary Highway and should be the first improved.

We have completed the survey on this section, which involves complete rebuilding of the Jacksonville Hill section, 1.6 miles in length. The estimated cost is \$172,000. I enclose herewith a sketch map on which is indicated the survey for the relocated section, extending from station 257+00 to 322+00.

This matter will be on the next agenda, and I recommend your approval of the survey. If you approve, and if right of way can be acquired in time, we will call bids on this project for the meeting on April 8 and 9.

Very truly yours,

E. C. Williams
Acting State Highway Engineer

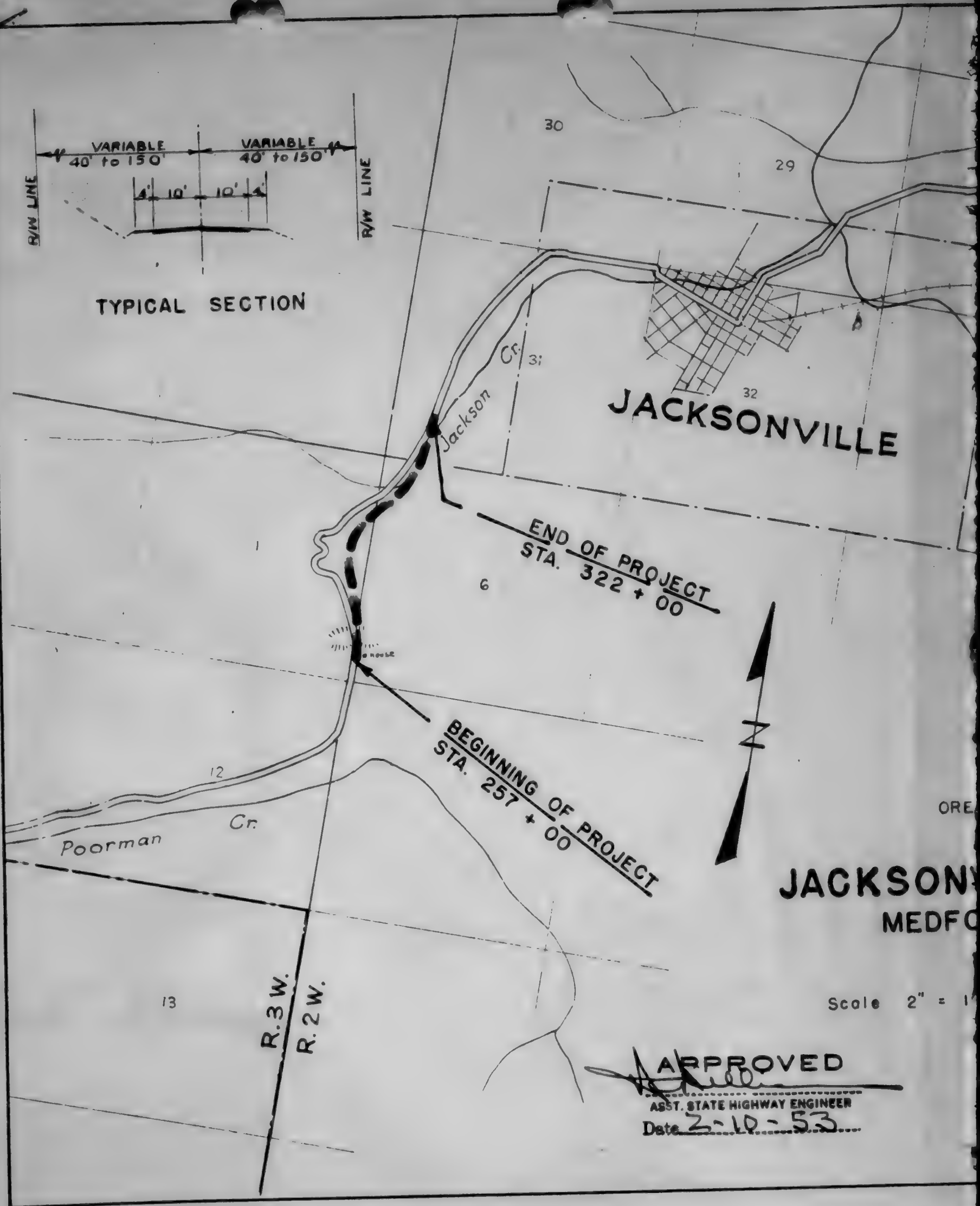
WCV:ME

Enclosure

cc H. D. Smith



TYPICAL SECTION



APPROVED

ASST. STATE HIGHWAY ENGINEER

Date 2-10-53

RECEIVED

FOR FILING

5-117(1)

3125

OREGON STATE HIGHWAY DEPARTMENT

CONSTRUCTION DIVISION

Soils Section
Subbase and Base Design

Section: Provolt - Ruch

County: Jackson

Length of Project: Miles

Highway: Medford-Jacksonville

Resident Eng: W. Merrill

Sta. 0 to Sta. 625+87

Location		% Pass 200	Soil Characteristics				Required Thickness		
Station	Depth		LL	PI	R Value	% Silt	Light Traffic	Medium Traffic	Heavy Traffic
150+00-15'R	1.0	33.4	25	7	21	19.0		12½	19½
305+00-14'R	1.0	30.1	27	5	64	14.8		8½	9½
458+00-12'L	1.0	45.2	22	6	37	22.4		11	16
609+00- 9'L	1.0	41.1	20	0	70	21.9		8½	9½

Remarks:

The design of total thickness of base and surfacing, as made by this office, is for 10". This design is made with the assumption of medium traffic conditions.

The thickness indicated is light for the material represented by the sample from Station 150+00. Such material should be covered in the grade by any granular material available from near-by cut areas, used as a selected embankment material, to a depth of 12".

Submitted by [Signature]
Ass't. Construction Eng.Recommended [Signature]
Construction EngineerRecommended [Signature]
Engineer of MaterialsApproved by [Signature]
Ass't. State Hwy. Engineer

cc

Ass't. State Hwy. Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Soils Engineer

7/18/52

RECEIVED

FOR FILING

5-217(2)

3925

OREGON STATE HIGHWAY DEPARTMENT

CONSTRUCTION DIVISION

Soils Section
Subbase and Base Design

Section: Ruch - Jacksonville

Highway: Medford-Jacksonville

County: Jackson

Prefix: 115-1476

Resident Eng: W. Merrill

Length of Project: Miles

Sta: 0 to Sta. 221+00

Location		Soil Characteristics					Required Thickness		
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Light Traffic	Medium Traffic	Heavy Traffic
4+00-15'L	1.0	37.6	29	12	38	18.0		9½	14½
90+00-12'R	1.0	24.5	23	3	50	12.9		8½	9½
240+00-22'R	1.0	48.6	33	5	28	27.5		12½	19

Remarks:

The design of total thickness of base and surfacing, as made by this office, is for 10". This design is made with the assumption of medium traffic conditions.

The thickness indicated is light for the material represented by the sample from Station 240+00. Such material should be covered in the grade by any granular material available from near-by cut areas, used as a selected embankment material, to a depth of 12".

Submitted by [Signature]
Ass't. Construction Engineer

Recommended [Signature]
Construction Engineer

Recommended [Signature]
Engineer of Materials

Approved by [Signature]
Ass't. State Hwy. Engineer

cc Ass't. State Hwy. Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Soils Engineer

7/21/52

RECEIVED
JUN 5 1952
FOR FILING

5-21762
3725

June 3, 1952

Mrs. Ivan McDonough
Route 1, Box 24
Jacksonville, Oregon

Dear Mrs. McDonough:

Your letter of May 17, addressed to Governor McKay, was referred to Mr. Baldock. As Mr. Baldock is out of the state, I am replying for him.

The Highway Commission has ordered a resurvey of portions of the Provolt-Jacksonville Section of the Medford-Provolt Highway in order that the pavement may be widened and resurfaced, with minor changes in the alignment where necessary. We feel that the alignment at Rush must be changed to bring it in conformity with the alignment of the rest of the highway, since it involves two unusually sharp curves.

It is not the intention of the Highway Commission to improve any of the highways as speedways, but merely to revise them, where necessary, to standards essential to safety for the traffic which they carry.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

cc Governor McKay
H. G. Smith

hi

P

Date: May 20, 1952

ASSIGNMENT

No. 34
By 20

Description: Undated letter by Mrs. Ivan McDonough of Jacksonville, Oregon and letter in reply by the Governor dated May 17 re change in Highway No. 238

Acknowledged by _____ Referred to _____ Smith _____

Investigate and report with recommendation

Investigation, such action as necessary and report

Comment or recommendation

xx Return with rough draft of reply

Please prepare for _____

PLEASE RETURN TO
W. C. WILLIAMS signature

Assignment executed 6-3-52 Report received _____

Remarks: What are we doing near Rush?

WCU



STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

DOUGLAS MCKAY
GOVERNOR

May 17, 1952

Mrs. Ivan McDonough
Route 1, Box 24
Jacksonville, Oregon

Dear Mrs. McDonough:

I am arranging with Mr. R. H. Baldock, State Highway Engineer, to write to you in connection with the subject matter of your letter relative to a change in the route of Highway No. 238.

Matters of highway location are decided by the State Highway Commission, but I am glad to ask that a further check be made of the situation which you report. I am asking Mr. Baldock to provide me with a report on the matter when he writes to you.

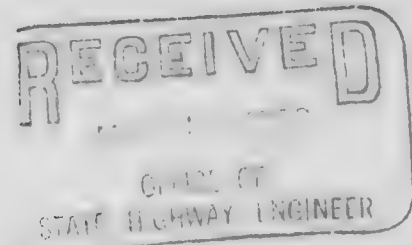
While this is not a case in which I can take direct action, I wish to assure you that I am always glad to investigate these matters and ask for full and careful consideration of such requests.

Very truly yours,

Governor

DM:PS

cc - Mr. R. H. Baldock



REFERRED TO
Mr. Williams
By State Highway Engineer

Please prepare answer.

C O P Y

Governor Douglas McKay
Salem
Oregon

Dear Sir,

I know you are busy and beset by many requests but I would like to ask that in changing Highway No. 238 near Ruch Oregon you request the Highway Commission not to destroy any land that produces dairy feed. We have a small field but need all our crop to feed our milk cows.

This field was newly seeded to alfalfa just last year and we can ill afford to have it destroyed to provided a race track for speed crazy automobile drivers.

I hope you will not count this an unreasonable request. Too much good farm land has already been lost.

Very respectfully

/s/ Mrs. Ivan McDonough
R 1 Box 24
Jacksonville
Oregon

S-226(2) Molalla Jet.-Marquam Sec. 1953
#3926 of the Cascade Hwy. N. of
Marquam.

S-2226(2) Molalla Jct.-Marquam Sec. 1953
#3926 of the Cascade Hwy. N. of
Marquam.

RECEIVED
FEB 7 1955
FOR FILING

February 4, 1955

Beattie, Hibbard & Caldwell
Attorneys at Law
Hogg Building
Oregon City, Oregon

Gentlemen:

In answer to your letter of February 1 addressed to Mr. J. D. Walker concerning the gravel used by the Acme Construction Company on the Molalla Junction-Marquam Section, I wish to advise that there were 22,119 yards of pit-run and crushed gravel incorporated in that project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

cc Mr. H. G. Smith
Mr. J. D. Walker

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

103-1043

Salem, Oregon
February 2, 1955

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer

Dear Sir:

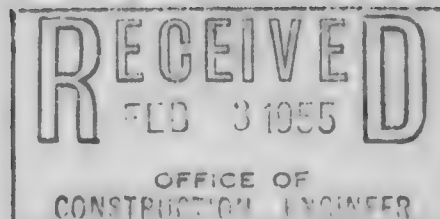
Herewith copy of a letter from Mr. Hibbard of Beattie, Hibbard & Caldwell, in regard to gravel used by the Acme Construction Company on the Molalla Junction-Marquam Section.

We have checked the estimate and find there was a total of 22,119 cubic yards of pit-run and crushed gravel incorporated in this project. There was some quarry-run rock from a different source which was used on the project in addition to the gravel.

Yours very truly,

L. H. Warfield
Assistant Division Engineer

LHW:AM



RECEIVED
FOR FILING



AGENDA
SEP 23 1954

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

5-246(2)
3426

OREGON

STATE HIGHWAY DEPARTMENT

SALEM

September 17, 1954

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Re: Report concerning consent
to vacation of a portion
of Cascade Highway

Mr. M. K. McIver, Member
Oregon State Highway Commission
255 S. W. Broadway
Portland, 5, Oregon

Gentlemen:

In connection with the relocation and improvement of the Molalla Junction-Marquam Section of the Cascade Highway, State Highway No. 160, in Clackamas County, a portion of the existing highway was eliminated from the boundaries of the relocated highway. Inasmuch as this eliminated portion was no longer needed for state highway purposes, the Commission by resolution adopted on June 23, 1954, abandoned this eliminated portion to Clackamas County. This abandonment was made pursuant to an agreement entered into between Clackamas County and the State, by and through its State Highway Commission, dated April 10, 1953.

Mr. John M. Cross and Mr. Albert Emmert, owners of property abutting upon this eliminated portion of highway, have commenced proceedings for the vacation of such eliminated portion. The Clackamas County Court has indicated that it will proceed by resolution to vacate such eliminated portion if all contiguous property owners consent thereto. Inasmuch as each end of the eliminated portion abuts upon the relocated highway, it is necessary that the consent of the State Highway Commission, as a property owner, be obtained before the eliminated portion may be vacated as a public road.

The relocated Molalla Junction-Marquam Section of the Cascade Highway is not a restricted access highway, and the Highway Commission has no interest in having the eliminated portion kept open as a public way. It is, therefore, recommended that the Commission consent to the vacation of this portion of eliminated right of way. A form of "Consent

C. C. 15

Oregon State Highway Commission
September 17, 1954
Page 2

to Vacation" has been prepared for execution by the Commission in the event the Commission approves this recommendation.

Yours very truly,

C. W. ENFIELD
Chief Counsel

RLM:avh
cc - R. H. Baldock
H. B. Glaisyer

AGENDA

SEP 23 1954

2-h

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 16, 1954

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Mr. Glaisyer:

Please place on the agenda for the September 23rd and 24th meeting of the Highway Commission the following item:

Consider consenting to the vacation of a portion of the right of way of the Cascade Highway which was eliminated from said highway and abandoned to Clackamas County.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

Robert L. May, Jr.
ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh

C.C.R.

RECEIVED

JUL 21 1954

FOR FILING

5-226(2)
(CONTRACT NO.) - 754

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 15, 1954

(EST. NO.)

(CONTRACTOR)

~~3926~~

(VOUCHER NO.)

~~10-final~~

(WARRANT NO.)

ACME CONSTRUCTION CO.

(AMOUNT)

(DATE)

~~13446~~

~~B-98697~~

~~\$4,550.98~~

~~7/14/54~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: to July 15, 1954 without penalty

Completion Date: May 24, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 7-16-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 19 1954

By *Harold B. Glaisyer*
Asst. Secretary

NOTED ON

RECEIVED

FOR FILING

June 28, 1954

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

State Highway Contract No. 3926 for work performed on the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County was completed by the contractor, Acme Construction Co., on May 24 and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of \$4,550.98 will be released to the contractor on or after July 8, 1954. The total contract amount is \$151,699.24 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

6-28-54

RECEIVED
JUN 9 1954
FOR FILING

S-2
31-6

June 9, 1954

Pacific Indemnity Co.
210 Henry Bldg.
Seattle, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Acme Construction Co. in connection with contract No. 3926, for bridge, grading and paving on the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County.

This payment, in the amount of \$25,676.35, will be released to the contractor on or after June 19, 1954. The retained percentage is \$4,550.98.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

6-9-54, 9

RECEIVED
JUN 1 1954
FOR FILING

5-226(1)
392

May 21, 1954

Mr. L. C. Toll
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 21,
1954 on Contract No. 3226, Molalla Junction-Marquam Section, in
Clackamas County, in connection with Federal Aid Project No.
-226 (2).

Very truly yours,

R. W. Baldock
State Highway Engineer

27

L. C. Williams
Deputy State Highway Engineer

DBP:tp

c.c.: John Cottrill

RECEIVED
MAY 26 1954
FOR FILING

Files.

5-271 (2)
315L

May 24, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of May 20 to which was attached a copy of a letter addressed to the Secretary of State from Wood, Matthiessen, Wood & Tatum stating that the claim of McCormick and Baxter Creosoting Company in the sum of \$1,053.74 has been paid in full.

This claim was filed against State Highway Contract No. 3926 and bears your file No. 3435.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:md

NOTED ON CARD

5-24-54 *gl*



EARL T. NEWBRY

SECRETARY OF STATE

SALEM, OREGON

May 10, 1954

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We are enclosing a copy of a letter received from Wood, Matthiessen, Wood & Tatum advising that the claim by McCormick & Baxter Greosoting Co. in the sum of \$1,053.74, against the bond taken from Acme Construction Company, Principal, and Snook Bros. sub-contractors, and Pacific Indemnity Company, Surety, for the work of highway construction for the Oregon State Highway Department on the Molalla Junction Marquam section under contract No. 3926, has been paid in full, our file No. 3435.

This copy is for your information and files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Frederick
Clerk

Records Division

WFM
Enc.



NOTED ON CLERK

5-20-54, 56

COPY

WOOD, MATTHIESSEN, WOOD & TATUM
Attorneys and Counselors
1310 Yeon Bldg.
Portland 4, Oregon

Erskine Wood
Mark M. Matthiessen
Erskine B. Wood
Lofton L. Tatum

May 18, 1954

Cable Address "Linwood"
Telephone ATwater 8241

John D. Mosser
John R. Brooke

Subject: McCormick & Baxter Creosoting Co.
Claims against Snook Bros. for
Treated Piling and Bridge Timbers
Subcontract.
Our file: 2402

The Secretary of State
Salem, Oregon

Dear Sir:

On January 13, 1954, we wrote you advising of the claim of McCormick & Baxter Creosoting Co. against Snook Bros. for materials, consisting of treated piling and bridge timbers, furnished from June 1st to July 9th, 1953, on the order of sub-contractors Snook Brothers of Corvallis, Oregon, in the sum of \$1,053.74, against the bond taken from Acme Construction Company of Eugene, Oregon, principal contractor, and Pacific Indemnity Company, as surety, for the work of highway construction for the Oregon State Highway Department on the Molalla Junction Marquam Section under contract No. 3926.

This is to advise that our clients, McCormick & Baxter Creosoting Co., have received payment of this account in full, and therefore all claims against Acme Construction Co. and their bond and their surety company are released.

Very truly yours,

ERSKINE B. WOOD
Attorney for McCormick &
Baxter Creosoting Co.

EBW: dz

CC: McCormick & Baxter Creosoting Co.
Oregon State Highway Commission
Pacific Indemnity Company
Acme Construction Company
Snook Bros.

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Mollala Junction-Ma rquam For Week Ending May 22, 1954, 19.....
 Highway Cascade Kind of work Bridge, Gra ding, Paving.
 Contractor Acme Const Co Section prefix 103-1043
 Date of contract Apr 24, 1953, 19..... Contract number 3926
 Date work started May 11, 1954, 19..... Date of completion Sept 30, 1953, 19.....
 Amount of contract \$ 172724.08 Estimated date of completion May 31, 1954, 19.....
 Estimated cost of completed project, exclusive of engineering \$ 172724.08 Per cent of time elapsed 100 + %
 Per cent of contract completed, based on total contract price 95 %
 Engineering cost to date \$ 16500. % Date project was completed, 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor hauling 3/4-0 shoulder material 4 days, Wed, Thurs, Fri., Sat.

Working 9 trucks, Loader, motor grader, roller, water truck. Will complete the coming week.

NOTED
H. G. SMITH

NOTED
FORREST COOPER

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.64	1.64			5.17
Miles partially completed					
Miles completed	1.64	1.64			5.17
Total estimated quantities	67453	20600			5750
Estimated quantities moved or placed to date	67453	19000			5695
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		16			

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3						
Men and teams							
Men and trucks under 3 tons	1						
Men and trucks over 3 tons	9						
Men and tractors	1						
Motor graders	1						
Motor graders	1						

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	7 am		
Monday			
Tuesday	all day		
Wednesday			
Thursday	all day		
Friday			
Saturday			

RECEIVED
MAY 19 1954
FOR FILING

S-244 (2)
2726

May 18, 1954

Acme Construction Co.
P. O. Box 306
Eugene, Oregon

Gentlemen:

In today's mail we received a ~~copy of a~~ receipt from McCormick and Baxter Creosoting Company, signed by W. H. Hall, acknowledging receipt of \$1,053.74 for a claim against Snook Brothers, subcontractors on Contract No. 3926 awarded to you.

We will immediately advise the surety that this receipt is in our possession.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FA :mc 5/17

NOTED ON CARD

5-18-54, JP



P. O. Box 306

May 14th, 1954

Oregon State Highway Department
Salem,
Oregon

ATTN: Mr. Floyd Query

Dear Sir:

Confirming telephone conversation today
I enclose copy paid receipt from McCormick & Baxter
Creosoting Company in amount \$1,053.74 covering
claim against Contract #3926 Oregon State Highway
Commission.

Please release this claim. It is our
understanding there are no further claims in your
office against this contract.

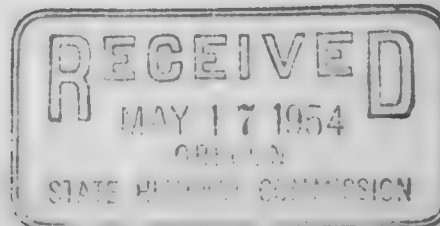
Yours very truly,

ACME CONSTRUCTION COMPANY

By

J. Hernandez

tma:a



5-14-54

CHAS. R. MCCORMICK, JR.

HOWARD W. BAXTER

MCCORMICK & BAXTER CREOSOTING CO.

PRESSURE TREATED PILING, POLES,
TIMBER AND TIES

OFFICES
SAN FRANCISCO, CAL.
LOS ANGELES, CAL.

BOARD OF TRADE BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 2346

ADDRESS ONLY
P. O. BOX 3544
Portland 8, O.

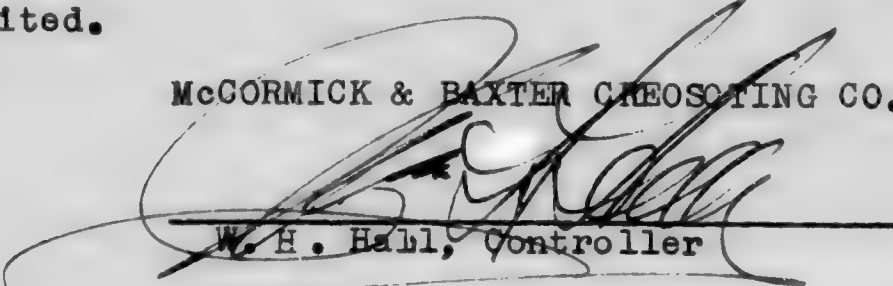
PENTACHLOROPHENOL
SOLIDEN SALTS
CREOSOTE

TREATING PLANTS
STOCKTON, CALIFORNIA
PORTLAND, OREGON

April 29, 1954

This is to certify that we have today received a check from the Acme Construction Company in the amount of One Thousand Fifty Three Dollars and Seventy Four Cents (\$1,053.74). This amount was paid for the convenience of Snook Brothers of Corvallis, Oregon, and so credited.

MCCORMICK & BAXTER CREOSOTING CO.


W. H. Hall, Controller

WHH gs
cc: SF

4-29-54

RECEIVED
MAY 19 1954
FOR FILING

RECEIVED
MAY 19 1954
FOR

May 18, 1954

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

We have in our files as of today a receipt from McCormick and Baxter Creosoting Company for the sum of \$1,053.74 covering their claim against Snock Brothers, subcontractors to Acme Construction Company on State Highway Contract No. 3926 for work on the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County.

This information is furnished as your company appears as surety on the performance bond furnished for this contract.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

PA:md 5/17

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Acme Construction Co.
1901 East 19th Street
Eugene, Oregon

NOTED ON CARD

5-18-54, sf

RECEIVED
MAY 14 1954
FOR FILING

7/1/55

3926

May 13, 1954

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

We have received a copy of a letter directed to the Secretary of State by Hiway Products, Inc. in which they write as follows:

"Notice is hereby given that the undersigned, Hiway Products Inc., releases the claim of March 22, 1954 against Acme Construction Co. Eugene, Oregon.

"This was for Contract #3926 Oregon State Highway Commission"

This contract is for bridge, grading, and paving on the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County. The information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

FQ:ehr

cc Durham & Bates Insurance Agency
901 S. W. Washington
Portland 5, Oregon

Acme Construction Company

NOTED ON CARD

5-13-54

RECEIVED
MAY 14 1954
FOR FILING

5-226(2)
3926

May 13, 1954

Hon. Earl T. Newbry
Secretary of State
CAPITOL

Attention Mr. George C. Stephens

Dear Sir:

Thank you for your letter of May 10 to which was attached a copy of a letter from Hiway Products, Inc. advising that their claim against Acme Construction Company on Contract No. 3926 has been released.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

FQ:ehr

NOTED ON CARD

5-13-54



EARL T. NEWBRY

SECRETARY OF STATE

SALEM, OREGON

May 10, 1954

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have prepared and are enclosing a copy of a letter from
Hiway Products, Inc. Canby, Oregon, advising that the claim
of March 22, 1954 against Acme Construction Co., Eugene,
Oregon, has been released. Oregon State Highway Contract
#3926.

This information is for your records and files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

by

Geo. A. Stettin

Clerk
Records Division

NF:M
Enc.



RECEIVED

5-10-54

Portland, Ore., June 10, 1964

Dear Sir:

Enclosed

is a copy of the report of the Portland Cement Association, dated June 10, 1964, regarding the results of the tests of the concrete made from the cement supplied by your company.

Very truly

Yours truly,
C. A. Brown,
President, Portland Cement Association
Portland, Oregon

Very truly

C. A. Brown

C. A. Brown, Pres.

Copies to:

Portland Cement Association
Portland, Oregon

RECEIVED
MAY 12 1954
FOR FILING

2126

May 10, 1954

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

We have received from Hiway Products, Inc., Canby, in which they write as follows:

"Notice is hereby given that the undersigned, Hiway Products Inc., releases the claim of March 22, 1954 against Acme Construction Co. Eugene, Oregon.

This was for Contract #3926 Oregon State Highway Commission."

This contract is known as the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County, and the claim was filed in our office on March 25, 1954.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FAQ:mmm
Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Acme Construction Co.
1991 E. 19th St.
Eugene, Oregon

NOTED ON CARD

15-10-54

May 10, 1954

Hiway Products, Inc.
Canby
Oregon

Gentlemen:

We have received in this office a carbon copy of a letter directed by you to the Secretary of State. This letter releases your claim against Acme Construction Co. on State Highway Contract No. 3926.

Thank you very much for advising us.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FAQ:mm

NOTED ON CARD

5-10-54 (

Ready

Concrete

☆

Cr

Rock

☆

Fill Rock

☆

☆

Sand

☆

Cement

HIWAY PRODUCTS, INC.

Phone 2802

CANBY, OREGON

May 7, 1954

To the Secretary of State, State of Oregon
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned,
Hiway Products Inc., releases the claim of March 22,
1954 against Aene Construction Co. Eugene, Oregon.

This was for Contract #3926 Oregon State
Highway Commission.

Yours truly

C.A. Braman

C.A. Braman, Pres.

Copies to:

Oregon State Highway Commission
Aene Construction Co. ✓

NOTED ON CARD

5-7-54, gl



Form 7-55-10M-33
RECEIVED
MAY 5 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Laboratory Report

Project Molalla Junction Marquam
Highway Cascade
Contractor or Foreman Acme Const. Co.
Submitted by R. C. McDonald
Paving Crew No.

Contract No. 3926

Prefix No. 103-1043
County Clackamas
F. A. Project No. 9-2-6(2)
Date reported May 5, 1954

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type Asph. Conc.
Asphaltic cement Standard
Weather Rain
Sampled by R. C. McDonald
Remarks:

Grade 86-100
Date laid May 4, 1954

Mixture
Location by mile
Average thickness
Date received

B-top
Sta. 337. Rt.
2"
May 4, 1954

TEST RESULTS

Laboratory No. 334271
Data Sheet No. B-10074

Screen opening: To $\frac{1}{4}$ in. Square
 $\frac{1}{4}$ in. and below: Square

Granulometric analysis:

Retained on Per cent single sieve

$\frac{3}{4}$ 0
 $\frac{1}{2}$ 16.4
 $\frac{1}{4}$ 41.0
4 7.0
10 8.9
40 7.9
80 4.9
200 3.8

Pass No. 200 4.6
Tar and/or bitumen 5.5

Aggregate passing No. 10 sieve:

Retained on Per cent single sieve
No. 40 37.3
No. 80 23.1
No. 200 17.9
Pass No. 200 21.7

Location
Specific gravity
Voids
Voids mineral aggregate
Compaction
Thickness

REMARKS

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION:

☒ Bureau of Public Roads
☒ Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
☒ Division Engineer Walker
☒ Resident Engineer Whitmore
Dist. Maint. Supt.
Foreman
☒ Files
☒ McDonald

R. C. McDonald
Engineer of Materials

RECEIVED
APR 27 1954
FOR FILING

Lewis

3926

April 21, 1954

Seattle Integrity Company
25 Henry Building
Seattle, Washington

Gentlemen:

We have received a note from Silver Falls Electric indicating that they have received payment in the amount of \$177.71 for electrical work performed for Snook Bros. on the Garrett Creek Bridge. Snook Bros. operated as subcontractors to Lane Construction Company on State Highway Contract No. 3926 for construction of a bridge and other work on the Molalla Junction-Jarvis section of the Cascade Secondary Highway in Clackamas County.

This information is furnished as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OFFICE OF STATE HIGHWAY COMMISSION

Secretary

Enclosed

cc - Burton and Bates
201 S. W. Washington
Portland 5, Oregon

Lane Construction Co.
1201 East 19th Street
Astoria, Oregon

Snook Bros.
P. O. Box 687
Corvallis, Oregon

NOTED ON CARD

4-21-54

RECEIVED
APR 27 1954
FOR FILING

Lewis

5-226(-)
3926

April 21, 1954

Silver Falls Electric
3650 Silverton Road
Salem, Oregon

Gentlemen:

Thank you for your note written on Acme Construction Company's letter of April 14th indicating that you have received a check for \$107.71 in payment of your claim against Snook Bros. who operated as subcontractors for Acme Construction Company on Contract No. 3926.

We will advise the surety and the contractor that your claim has been paid.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

4-21-54



P. O. Box 306

April 14, 1954

Silver Falls Electric
3650 Silverton Road
Salem, Oregon

Dear Sirs:

Enclosed find check for \$107.71 for
electrical work on Garrett Creek Bridge, Snook Bros.
account.

Please write to State of Oregon and
release claim you have with them.

Yours very truly

ACME CONSTRUCTION CO.

By N. H. Harner

NHH/bl
Enclosure:



*Oregon State Highway Dept. Please
Comply with N. Harner's request
Silver Falls Electric
N. H. Campbell Owner*

NOTED ON CARD

4-14-54

RECEIVED
MAR 31 1954
FOR FILING

Mrs. Lewis

3926 (1)
3926

March 29, 1954

Hon. Earl T. Newbry
Secretary of State
CAPITOL BUILDING

Attention: M. Mc Vay

Dear Sir:

Thank you for your letter of March 25, to which was attached three copies of a claim filed with your office by Hiway Products, Inc. against Acme Construction Company, State Highway Contract No. 3926. The claim is in the sum of \$1165.10 and bears your file No. 3447.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

NOTED ON CARD

3-29-54



EARL T. NEWBRY

SECRETARY OF STATE

SALEM, OREGON

March 25, 1954

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of March 24th, a notice of claim by Hiway Products, Inc. for ready mixed concrete in the sum of \$1165.10 against the bond taken from Aceme Construction Co. Eugene, for the work of construction of Garrett Creek Bridge, Highway Contract No. 3926, our file No. 3447.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies.

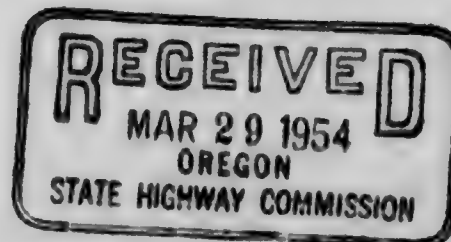
Very truly yours,

EARL T. NEWBRY
Secretary of State

By *M. McVay*

Clerk
Records Division

NF:M
Enc.



NOTE ON CARD

3-25-54

RECEIVED
MAR 31 1954
FOR FILING

Mr. Lewis

5-276(1)
3926

March 29, 1954

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Hiway Products, Inc., Camby, in the sum of \$1165.10. This claim is for ready mixed concrete furnished Acme Construction Company in construction of the Garrett Creek Bridge under State Highway Contract No. 3926, which is known as the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County. We provide this information as your Company appears as surety on the performance bond furnished with Contract No. 3926.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mmm
Enclosure-1

cc: Durham & Bates
901 S W Washington
Portland 5, Oregon

Acme Construction Co.
P O Box 306
Eugene Oregon

NOTED ON CARD

5-27-54

Ready Mix Concrete

Crus Rock

Fill Rock

Dirt

Sand

Cement

HIWAY PRODUCTS, INC.
Phone 2502
Canby, Oregon

March 22, 1954

To the Secretary of State, State of Oregon
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, Hiway Products Inc., has a claim for Ready Mixed Concrete in the sum of \$1165.10 against the bond taken from Aceme Construction Co., Eugene, Oregon for the work of construction of Garrett Creek Bridge.

This is contract No. 3926 Oregon State Highway Commission.

Yours truly,

C. A. BRAMAN

C. A. Braman, Pres.

RECEIVED
MAR 31 1954
FOR FILING

5-226(2)
3926

Miss Lewis

March 29, 1954

Hiway Products, Inc.
Canby
Oregon

Gentlemen:

We have received a copy of a letter directed to the Secretary of State, in which you make claim for \$1165.10 against Acme Construction Company on the Garrett Creek Bridge, State Highway Contract No. 3926. The claim will be noted in our records, and we will advise the contractor and the surety that it has been received.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

Ready Mix Concrete

Crushed Rock

Fill Rock

Sand

Cement

HIWAY PRODUCTS, INC.

Phone 2802

CANBY, OREGON

March 22, 1954

To the Secretary of State, State of Oregon
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned,
Hiway Products Inc., has a claim for Ready Mixed Concrete
in the sum of \$1165.10 against the bond taken from
Aceme Construction Co., Eugene, Oregon for the work of
construction of Garrett Creek Bridge.

This is contract No. 3926 Oregon State Highway
Commission.

Yours truly

C. A. Braman

C. A. Braman, Pres.

Copies to:
State Highway Commission ✓
Pacific Indemnity Co.



RECEIVED
MAR 26 1954
FOR FILING

Lewis

March 23, 1954

Silver Falls Electric
3970 Silverton Road
Salem, Oregon

Attention: Mr. L. H. Campbell

Gentlemen:

This is to acknowledge receipt of your claim against Snook Brothers on State Highway Contract No. 3926. This claim in the amount of \$107.71 was for electrical supplies furnished to Snook Brothers on the Molalla Junction-Marquam Section of the Cascade Secondary Highway. This contract was awarded to Acme Construction Company, and it is our understanding that Snook Brothers operated as subcontractors. The State looks to the principal contractor for proper prosecution of the job and for the payment of all bills incurred on the job.

The Pacific Indemnity Company, 901 S. W. Washington, Portland 5, furnished the performance bond for this contract which is given also to assure payment of bills incurred in the contract.

We will notify the contractor and the surety that your claim has been received and will also mark it in our records.

The State does not make payments direct to those presenting claims, but final and in some instances other contract payments are held up until claims have been taken care of.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience we have attached an excerpt from the Oregon Laws outlining the required procedure.

NOTED ON CARD

3-23-54 *g*

Office Phone 2-0009
Res. Phone 2-5265



Industrial Wiring
Electrical Contracting
Of All Kinds

SILVER FALLS ELECTRIC

L. H. Campbell, Owner
3670 SILVERTON ROAD
Salem, Oregon

March 22, 1954

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attached please find copy of a bill in the amount of \$107.71 incurred in July 1953 by Snook Bros. on State Highway Contract #3926, Molalla Junction-Marquam Section of the Cascade Secondary Highway, under contract to the Acme Construction Company.

We have made repeated attempts to contact Snook Bros. for payment of this long overdue bill without success and would very much appreciate your cooperation and advice as to what procedure we should follow to collect same.

Very truly yours,

SILVER FALLS ELECTRIC

By

L. H. Campbell
L. H. Campbell
Owner

FILED ON

3-22-54

Copy
1199

Bus. Ph. 41333 — R. Ph. 25245

DEPT.

DATE

July 1953

NAME

ADDRESS

Snook Brothers
Box 687, Corvallis, Ore

SOLD BY	CASH	C. O. D.	CHARGE	ON ACCT	MDSE. RETD.	PAID OUT
QUAN.	DESCRIPTION				PRICE	AMOUNT
2500'	1	#12 T Wire				03 1/4 81 25
10'	2	3/4 cord				30 3 00
26	3	Sm. Knives				30 7 80
20	4	Big Air Lac.				35 7 00
4	5	100 yd. Tape				22 8 8
1	6	Lat Bands				15 1 5
1	7	Temp. Ser				22 50
5	8	20 A 7 inch				07 3 5
2	9	Kalle 7 ft. angle				60 1 20
2	10	Kalle. Heat Tape				70 1 40
	11					125 53
	12					
	13	Less 15% Cont. Disc.				18 82
	14					106 71
	15	State Permit				1 00
	16	Total				107 71
	17	Signed by E. R. Palmer				
	18					
CUSTOMER'S ORDER NO		Temp. Ser will be deducted		REC'D		
5H33 Rediform		4/22 - Mr. K. K. K.		INTER-TMS-SUP FOR REFERENCE		
		Chg if returned				

Corvallis Electric,
is that Snook
electrical supplies
for a bridge,
Marquette Section
County. This
any, and it is
as subcontractors.

Company Inas-
bond furnished

DAY COMMISSION

Facing

cc - Furman and Bates
901 S. W. Washington
Portland 5, Oregon

Acme Construction Co.
1901 East 19th Street
Eugene, Oregon

Snook Brothers
P. O. Box 687
Corvallis, Oregon

NOTED ON CARD

3-23-54, 5

RECEIVED
MAR 26 1954
FOR FILING

5-4-11(1)
3-2-6

March 23, 1954

Pacific Indemnity Company
240 Henry building
Seattle, Washington

Gentlemen:

We have received a letter from Silver Falls Electric, 3970 Silverton Road, Salem, in which they state that Snook Brothers owes them the sum of \$107.71 for electrical supplies furnished on State Highway Contract No. 2426 for a bridge, grading, and paving on the Molalla Junction-Marquas Section of the Cascade Secondary Highway in Clackamas County. This contract was awarded to Lane Construction Company, and it is our understanding that Snook Brothers operated as subcontractors.

This information is passed on to your company inasmuch as it appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ENCLOSURE

cc - Furman and Bates
901 S. W. Washington
Portland 5, Oregon

Lane Construction Co.
1901 East 19th Street
Eugene, Oregon

Snook Brothers
P. O. Box 687
Corvallis, Oregon

NOTED ON CARD

3-23-54 (5)

RECEIVED
JAN 1 - 1954
FOR FILING

3726

January 1, 1954

Construction Co.
1901 East 18th St.
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 21, 1954 had under discussion your request for an extension of time from November 30, 1953 to July 15, 1954 within which to complete your contract No. 3926, covering the Molalla Junction-Barques Section of the Cascade Secondary Highway in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OSCAR L. HUNTER, JR.

Secretary

cc

J. E. Walker,
Division Engineer

W. H. Whitmore,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
JAN 15 1954
FOR FILING

5-221(-)
3724

January 15, 1954

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by McCormick and Baxter Greasoting Company against Snook Brothers, subcontractors to Acme Construction Company on State Highway Contract No. 3-24 for a bridge, grading and paving on the Molalla Junction-Jarvis Section of the Cascade Secondary Highway in Clackamas County. The claim is for \$1,053.74 for treated piling and bridge timbers furnished between June 1 and July 9, 1953.

This information is furnished as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md
Attach.

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Acme Construction Co.
1991 East 19th Street
Eugene, Oregon

NOTED ON CARD

1-15-54

J. S. McCormick, Jr.

Howard A. Baxter

COPIY

Offices

San Francisco, Cal.
Portland, Ore.

Portland, Ore.
Portland, Ore.
Portland, Ore.

Portland, Ore.

Portland, Ore.

Portland, Ore.

Portland, Ore.

Portland, Ore.

Portland, Ore.

To: The Secretary of State
Portland, Oregon

Dear Sir:

Notice hereby is given that the undersigned,
McCormick & Baxter Creosoting Co., has a claim for materials,
consisting of treated piling and bridge timbers furnished
from June 1st to July 28th, 1933, on the order of sub-contractors
Snook Brothers of Corvallis, Oregon, in the sum of \$1,012.74,
against the bond taken from the Construction Company of Eugene,
Oregon, principal contractor, and Pacific Indemnity Company,
as surety, for the work of highway construction for the Oregon
State Highway Department on the Molalla Junction Highway
Section under Contract No. 3926.

MCCORMICK & BAXTER CREOSOTING CO.

By H. H. BELL

H. H. Bell, Controller

RECEIVED
FILED
JUL 31 1933
JUL 31 1933
JUL 31 1933

C. S. R. McCormick, Jr.

Howard A. Baxter

(COPY)

McCormick & Baxter, Inc., 1000 Broadway, New York, N. Y.

Offices

San Francisco, Cal.
Los Angeles, Cal.

Portland, Ore.
Seattle, Wash.

Portland, Ore.
Seattle, Wash.
Tacoma, Wash.

Treating Plants

Stockton, California
Portland, Oregon

Long Beach, California
Portland, Oregon

Telephone - TW 1-1116

January 14, 1934

To: The Secretary of State
Portland, Oregon

Dear Sir:

Notice hereby is given that the undersigned,
McCormick & Baxter, Inc., has a claim for materials,
consisting of treated pilings and bridge timbers furnished
from June 1st to July 20th, 1933, on the order of sub-contractors
Shook Brothers & Cowdell, Oregon, in the sum of \$1,016.74,
against the bond taken from Acme Construction Company of Eugene,
Oregon, principal contractor, and Pacific Indemnity Company,
as surety, for the work of highway construction for the Oregon
State Highway Department on the Molalla Junction Farm
Section under Contract No. 3926.

McCormick & Baxter, Inc., 1000 Broadway, New York, N. Y.

H. H. Bell
H. H. Bell, Portland, Ore.

cc: AS
cc: AF
cc: Oregon State Highway Department
Pacific Indemnity Company
Acme Construction Company
Shook Brothers

Respectfully,
C. S. R. McCormick, Jr.

RECORDED
File No. 341
Filed January 14, 1934
H. H. Bell, Secretary of State

THAS. R. MCCORMICK, JR.

HOWARD W. BAXTER

MCCORMICK & BAXTER CREOSOTING CO.

PRESSURE TREATED PILING, POLES,
TIMBER AND TIES

OFFICES

SAN FRANCISCO, CAL.
LOS ANGELES, CAL.

TREATING PLANTS

STOCKTON, CALIFORNIA
PORTLAND, OREGON

BOARD OF TRADE BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 2346

PENTACHLOROPHENOL
SOLIDEN SALTS
CREOSOTE

January 13, 1954

To: The Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, McCormick & Baxter Creosoting Co., has a claim for materials, consisting of treated piling and bridge timbers furnished from June 1st to July 9th, 1953, on the order of sub-contractors Snook Brothers of Corvallis, Oregon, in the sum of \$1,053.74, against the bond taken from Acme Construction Company of Eugene, Oregon, principal contractor, and Pacific Indemnity Company, as surety, for the work of highway construction for the Oregon State Highway Department on the Molalla Junction Marquam Section under Contract No. 3926.

MCCORMICK & BAXTER CREOSOTING CO.

By

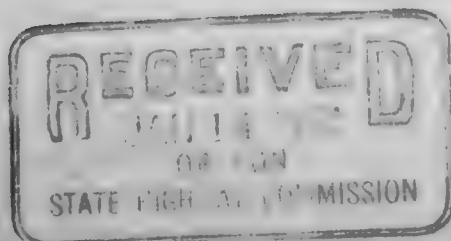
W. H. Haff, Controller

WHR gs

cc: SR

cc: Oregon State Highway Commission
Pacific Indemnity Company
Acme Construction Company
Snook Brothers

REGISTERED-RECEIPT REQUESTED.



REFERRED TO
SECRETARY

RECEIVED
JAN 15 1954
FOR FILING

Lewis

January 15, 1954

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: E. Libby

Dear Sir:

We acknowledge with thanks your letter of January 14th to which was attached three copies of a claim filed with your office by McCormick & Baxter Creosoting Co. against Acme Construction Company and Snook Brothers as subcontractors in the sum of \$1,053.74. This claim pertains to State Highway Contract No. 3926 and bears your file No. 3435.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD

1-15-54, 9



EARL T. NEWBRY

SECRETARY OF STATE
SALEM, OREGON

Jan. 14, 1954

Mr. H. L. Claisher, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as on this date a notice of claim by McCormick & Baxter Creosoting Co., in the sum of \$1,053.74, for material, against the bond given from Lane Construction Company of Eugene, Principal, and Shook Brothers of Corvallis, Sub-contractors, and Pacific Indemnity Company, Surety, State Highway Contract No. 3926, for the work of highway construction for the State Highway Department on the Molalla Junction Marquam, our file no. 3433.

We are enclosing three copies of this claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

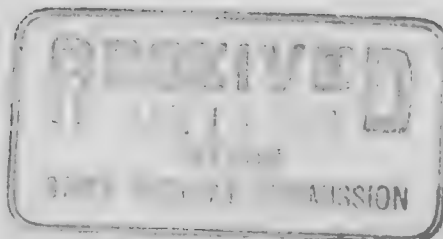
Very truly yours,

EARL T. NEWBRY
Secretary of State

By

E. H. Hickey
Clerk
Records Division

RF:M
Enc.



RECEIVED
FOR FILING

5-22-53
37

December 15, 1953

Oregon State Highway Commission

Request for extension of time
No. 1
January 21 and 22 Meeting

Gentlemen:

Herewith is a request for an extension of time from the Acme Construction Co. on the Molalla Junction-Marquam Section of the Cascade Highway, Contract No. 3926, from November 30, 1953 to July 15, 1954.

The contractor set up in the quarry specified in the contract, but upon shooting found that it broke in such massive blocks that it could not be handled for crushing without an extensive delay for reshooting. The contractor then moved his plant to a bar in the Molalla River and produced the necessary aggregate. This move delayed the crushing of the aggregate enough to eliminate the possibility of paving this section this fall. He was ordered by the Department not to attempt to pave until suitable weather next spring.

I recommend the extension be granted without penalty. Mr. C. G. Folk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

A. H. Baldeck
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
NOV 25 1953
FOR FILING

5-226(4)
3926

November 24, 1953

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by L. H. Campbell against Snook Brothers, subcontractor for Acme Construction Company on the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County known as State Highway Contract No. 3926. The claim is for materials furnished to Snook Brothers in the sum of \$107.71.

We provide this information as your company appears as surety on the performance bond furnished with Contract No. 3926.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:md
Attach.

cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Acme Construction Co.
1991 East 19th Street
Eugene, Oregon

Snook Brothers
P. O. Box 637
Corvallis, Oregon

RECEIVED
DEC 8 - 1953
FOR FILING

S-226(2)

December 7, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Molalla Junction-Marquam Contract No. 3926, Oregon S-226 (2), from November 30, 1953 to July 15, 1954, to Acme Construction Company, contractor.

The contractor started to set up in a specified quarry, but when the quarry was shot it broke in such massive blocks it could not be handled for crushing without a great delay. The contractor then moved his plant to a bar in the Molalla River in order to produce the necessary aggregate. The moving of the plant delayed the crushing of the aggregate enough to eliminate the possibility of paving the section this fall. He was ordered not to attempt to pave this section until suitable weather next spring.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

cc Mr. H. G. Smith

Office Phone 4-1886
Res. Phone 2-5265

Industrial Wiring
Electrical Contracting
Of All Kinds

SILVER FALLS ELECTRIC

L. H. Campbell, Owner
3650 Silverton Road
Salem, Oregon

November 17, 1953

Secretary of State
State of Oregon
Salem, Oregon

Gentlemen:

In accordance with the suggestion of the Oregon State Highway Commission
I am filing the following claim:

"To the state of Oregon:

"Notice hereby is given that the undersigned L. H. Campbell has a claim for materials purchased by the foreman for Snook Brothers, a sub-contractor for Acme Construction Company, in the sum of one-hundred seven dollars and seventy-one cents against the bond taken from the Pacific Indemnity Company for the work of State Highway Contract No. 3926, awarded to Acme Construction Company for grading, paving and construction of a bridge on the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County.

Thank you for your cooperation.

Very truly yours,

L. H. CAMPBELL
L. H. Campbell

ENDORSED
File No. 3424
Filed-November 19, 1953
EARL T. NEWBRY, Secretary of State

RECEIVED
NOV 25 1953
FOR FILING

Lewis

5-226(2)
3926

November 24, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

We acknowledge with thanks your letter of November 19 to which was attached three copies of a claim filed with your office by L. H. Campbell against Snook Brothers in the sum of \$107.71. This claim is for materials furnished to Snook Brothers, subcontractors on State Highway Contract No. 3926, your file No. 3424.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md



EARL T. NEWBRY

SECRETARY OF STATE
SALEM, OREGON

Nov. 19, 1953

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed today a notice of claim by L. H. Campbell, in the sum of \$107.71, against the bond taken from Acme Construction Company, Principal, Snook Brothers, sub-contractor and Pacific Indemnity Company, Surety, Highway Contract No. 3926, for grading, paving and construction of a bridge on the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County, our file No. 3424.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

NF:M
Enc.



RECEIVED
OCT 16 1953
FOR FILING

October 15, 1953

Acme Construction Co.
1991 E. 19th St.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from September 30 to November 30, 1953 within which to complete your contract No. 3926, for bridge, grading and paving on the Molalla Junction-Marquam section of the Cascade Secondary Highway in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Claiyer, Secretary
OREGON STATE HIGHWAY COMMISSION

BY

Floyd Query, Assistant Secretary

gl

cc: J. D. Walker,
Division Engineer

P. O. Whitmore,
Resident Engineer

H. O. Smith,
Construction Engineer

S-226(2)

3926

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 23rd, 1953

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
Building

Dear Sir:

The subcontract between the Acme Construction Company and Durbin Brothers covering Items 1 to 11 inclusive and Item 14 on the Molalla Junction-Marquam Contract No. 3926, Oregon S-226(2), is approved, and you may so inform the interested parties.

Three copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

cc to: W. C. Williams ✓
C. G. Polk - 2

RECEIVED
SEP 22 1953
FOR FILING

September 22, 1953

Oregon State Highway Commission

Request for extension of time
No. 26
September 21 and 23 meeting

Continued

Herewith a request from the Acme Construction Co. for an extension of time on the Molalla Junction-Fairview Section, Contract No. 3726, from September 30, 1953 to November 30, 1953.

Extremely heavy rains during the month of June and several unexpected springs arising in the heavy cuts would not permit the contractor to operate over one or two days at a time. It was necessary to permit the materials to dry prior to the excavation of each lift, which was not compatible to normal construction operations.

Since the delay was not due to the contractor's operations, I recommend that the extension be granted without penalty. Mr. G. H. Fulk concurs in this recommendation.

Very truly yours,

L. H. Falkner
State Highway Engineer

cc Mr. H. G. Smith

EAP: fp

RECEIVED
FOR FILING

Lewis

2-1-1-1
3926

September 21, 1953

Silver Falls Electric
3970 Silverton Road
Salem, Oregon

Gentlemen:

Your letter of September 16th, addressed to Mr. G. S. Paxson, has been referred to this office for reply.

Although your letter does not state the scope of Snook Brothers' operations, we assume from information available that it has to do with State Highway Contract No. 3926, awarded to Acme Construction Company for grading, paving and construction of a bridge on the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County. Snook Brothers operated as subcontractors on this job.

The Pacific Indemnity Company through Durham and Bates, 901 S. W. Washington, Portland 5, furnished the performance bond for this contract. This bond is provided to assure satisfactory completion of the work and payment of all bills incurred in the contract.

The State does not recognize subcontractors on a contract but looks to the principal contractor for satisfactory completion of the job and payment of all bills incurred on it.

We will notify the contractor and the surety that your claim has been received as well as make a record of it in our files.

If you feel that it is necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, we suggest that you file your claim with the Secretary of State. For your convenience in preparing this filing, we have attached an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

FAQ:md
Attach.

Secretary

NOTED ON CARD

9-21-53 *SL*

Industrial Wiring
Electrical Contracting
Of All Kinds

C

7-12-53

Brothers, a bridge cons-
operation in obtaining

ubell

20	4	Pig tail Sockets	35	7 00
4	5	100 W. Lites	22	88
1	6	Card Ends	15	15
1	7	Temp Service		22 50
5	8	20 A. fuses		35
2	9	Rolls Electric Tape	60	1 20
2	10	Rolls Rubber Tape	70	1 40
	11			135 53
	12	Less 15% Cont. Disc.		18 82
	13			
	14			106 71
	15	Signed by State permit.		1 00
	16	E. R. Palmer		107 71
	17			
	18	Temp Service will be charged		
		3 00 / no Rental if Returned		

CUSTOMER'S ORDER NO. 5H32 Rediform

REC'D
BY
KEEP THIS SLIP FOR REFERENCE

RECEIVED
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

9-16-53

**Industrial Wiring
Electrical Contracting
Of All Kinds**

DEPT. _____ DATE Feb. 1952

NAME Mark Smith

ADDRESS Box 187 Connelton, Tenn.

ETRIC

Brothers, a bridge cons-
operation in obtaining

mbell

RECEIVED
JUN 10 1964
OREGON STATE HIGHWAY COMMISSION
BUREAU OF TRANSPORTATION

9-16-53, S

Office Phone 4-1886
Res. Phone 2-5265



Industrial Wiring
Electrical Contracting
Of All Kinds

SILVER FALLS ELECTRIC

L. H. Campbell, Owner
3970 SILVERTON ROAD
Salem, Oregon
September 16, 1953

Mr. G.S. Paxson, Bridge Engineer
State Highway Department
Salem, Oregon

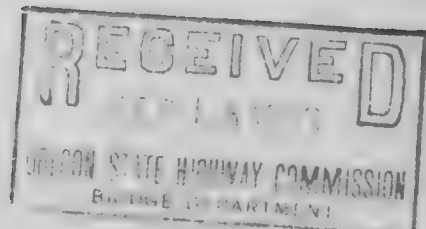
Dear Sir:

Enclosed is a bill of material charged to Snook Brothers, a bridge construction company, which has not been paid. Your cooperation in obtaining payment of this bill will be greatly appreciated.

Sincerely,

Mr. L.H. Campbell

L. H. Campbell



9-16-53 *[Signature]*

RECEIVED
FOR FILING

3-226(1)
3926

no record

September 21, 1953

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

We have received a statement of claim from the Silver Falls Electric, 3650 Silverton Road, Salem, stating that Snook Brothers owe them \$107.71 for materials furnished on what appears to be State Highway Contract No. 3926. This contract was awarded to Acme Construction Company for work on the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County, and it is our understanding that Snook Brothers operated as subcontractors.

This information is provided as your company furnished the performance bond on the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Durham and Bates
901 S. W. Washington
Portland 5, Oregon

Acme Construction Co.
1991 East 19th Street
Eugene, Oregon

NOTED ON CARD

9-21-53

RECEIVED
SEP 17 1953
FOR FILING

5-226(2)
3926

September 16th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Molalla Junction-Marquam Contract #3926, Oregon S-226(2), from September 30th, 1953, to November 30th, 1953, to the Acme Construction Company, contractors.

Extremely heavy rains during the month of June and several unexpected springs arising in the heavy cuts would not permit the contractor to operate over one or two days at a time. It was necessary to permit the materials to dry prior to the excavation of each lift, which was not compatible to normal construction operations.

Since the delay was not due to the contractor's operations, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

R

cc to: H. G. Smith

C.R. 8 901
State Oregon

Federal Aid Secondary

Project No. S-226(2)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

3725
PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of July, 1953,
by and between The Oregon State Highway Commission

_____, constituting

for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public
Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the
act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary
thereto:

Whereas the Highway Department of said State submitted on the 13th day
of October, 1952, a program, which was approved on
the 3rd day of November, 1952, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the admin-
istration of the act, has furnished surveys, plans, specifications, and/or estimates for said project
which were recommended for approval by the District Engineer of the Bureau of Public Roads on
the 25th day of March, 1952; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans,
specifications, and/or estimates, and the sum of one hundred ten thousand and 00/100

dollars (\$ 110,000.00) as the share of the United States payable under said act on account of said
project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost
thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully per-
formed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby
mutually agree as follows:

RNF

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of

Chapter 529, Laws 1939.
act of legislature by which authorized)

(b) From other sources _____

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 127+50 in the SE 1/4, Section 7, T. 5 S., R. 2 E., W.M.,

and survey station 407+00 in the SE 1/4, Section 34, T. 5 S., R. 1 E., W.M.,

without exception,

_____, length 5.168 miles, in Clackamas County,
 being Oregon Federal Aid / Secondary project No. S-226(2), consisting of 5.151 miles of
 roadway and one bridge ~~each~~ of more than 20 feet clear span, 0.017 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____

one hundred ten thousand and 00/100

dollars (\$ 110,000.00), which does not exceed the authorized Federal pro rata share of _____

one hundred seventy-eight thousand, seventy-four and 82/100

dollars (\$ 178,074.82), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said

State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____

(Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OK. Hillis

Attest

W. Seamus
SECRETARY

By *[Signature]*
OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By *[Signature]*
Chairman, State Highway Commission
(Title of officer)

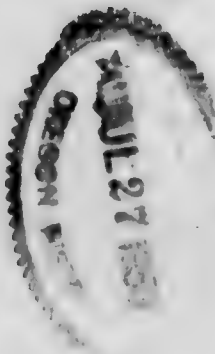
By *[Signature]*
Member, State Highway Commission
(Title of officer)

By *[Signature]*
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

By *[Signature]*
COMMISSIONER OF PUBLIC ROADS,
Acting Division Engineer,
Bureau of Public Roads.



MOLALLA JUNCTION-MARQUAM SECTION
OF THE CASCADE HIGHWAY IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1953

Type Code 6201Roadway (Sta. 127+50 to Sta. 381+22) (Sta. 382+12 to Sta. 407+00)(Contract No. 3926)

All Required	Clearing and Grubbing		\$ 3,500.00
40 Cu. Yds.	Structural Excavation, Unclassified	\$ 3.00	120.00
72,000 Cu. Yds.	General Excavation, Unclassified	0.21	15,120.00
226,000 Yd. Stas.	Short Overhaul	0.015	3,390.00
1,040 C-Yd. Stas.	Long Overhaul	0.50	520.00
1.64 Miles	Finishing Roadbed and Slopes	800.00	1,312.00
30 Lin. Ft.	24-inch Corrugated Metal Pipe	6.50	195.00
12 Lin. Ft.	48-inch Corrugated Metal Pipe	21.60	259.20
100 Lin. Ft.	60-inch Corrugated Metal Pipe	34.00	3,400.00
590 Lin. Ft.	12-inch Concrete Pipe	1.75	1,032.50
10 Lin. Ft.	24-inch Concrete Pipe	5.50	55.00
14,300 Cu. Yds.	3" - 0 Material in Base	2.25	32,175.00
6,300 Cu. Yds.	3/4" - 0 Material in Base	3.25	20,475.00
470 M-Gals.	Sprinkling	3.00	1,410.00
230 Cu. Yds.	3/4" - 0 Material in Binder Course	4.75	1,092.50
40 Tons	RS-2 Emulsified Asphalt in Binder Course	38.00	1,520.00
8,750 Tons	Class "B" Asphaltic Concrete	6.35	55,562.50
90 Tons	RS-2 Emulsified Asphalt in Tack Coat and Pavement Seal	38.00	3,420.00
340 Cu. Yds.	Aggregate in Pavement Seal	4.75	1,615.00
	Subtotal		\$146,173.70
	10% Engr. & Cont.		14,617.37
	Total		\$160,791.07

Type Code X021Garrett Creek Bridge (Sta. 381+22 to Sta. 382+12) (Contract No. 3926)

750 Lin. Ft.	Furnish Treated Piling	\$ 1.25	\$ 937.50
24 Only	Drive Piles	25.00	600.00
2.5 M-FEM	Treated Lumber in Place	190.00	475.00

120 Cu. Yds.
32,000 lbs.
All Required

Class "A" Concrete
Metal Reinforcement
Removal of Old Bridge and Provisions
for Traffic at Bridge Site

\$65.00 \$ 7,800.00
0.15 4,800.00
1,200.00

Subtotal \$ 15,712.50
10% Engr. & Cont. 1,571.25

Total \$ 17,283.75

Length of Roadway 5.151 Miles
Length of Bridge 0.017 Mile
Total Length 5.168 Miles
Cost per Mile, Roadway \$31,215.50

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway	\$160,791.07	\$ 99,323.00	\$61,468.07
Structure	<u>17,283.75</u>	<u>10,677.00</u>	<u>6,606.75</u>
	\$178,074.82	\$110,000.00	\$68,074.82

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

NOLALLA JUNCTION-MARQUAN SECTION
OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 24, 1953

Type Code 6201Roadway (Sta. 127+50 to Sta. 381+22) (Sta. 382+12 to Sta. 407+00)

All Required	Clearing and Grubbing		\$ 2,000.00
40 cu.yds.	Structural Excavation, Unclassified	\$ 3.00	120.00
72,000 cu.yds.	General Excavation, Unclassified	0.40	28,800.00
226,000 yd.stas.	Short Overhaul	0.02	4,520.00
1,040 C-yd.stas.	Long Overhaul	0.50	520.00
1.64 miles	Finishing Roadbed and Slopes	600.00	984.00
30 lin.ft.	24-inch Corrugated Metal Pipe	5.50	165.00
12 lin.ft.	48-inch Corrugated Metal Pipe	20.00	240.00
100 lin.ft.	60-inch Corrugated Metal Pipe	26.00	2,600.00
590 lin.ft.	12-inch Concrete Pipe	2.00	1,180.00
10 lin.ft.	24-inch Concrete Pipe	4.50	45.00
14,300 cu.yds.	3" - 0 Material in Base	2.50	35,750.00
6,300 cu.yds.	3/4" - 0 Material in Base	2.75	17,325.00
470 M-gals.	Sprinkling	3.00	1,410.00
230 cu.yds.	3/4" - 0 Material in Binder Course	3.50	805.00
40 tons	RS-2 Emulsified Asphalt in Binder Course	41.00	1,640.00
8,750 tons	Class "B" Asphaltic Concrete	6.50	56,875.00
90 tons	RS-2 Emulsified Asphalt in Tack Coat and Pavement Seal	41.00	3,690.00
340 cu.yds.	Aggregate in Pavement Seal	5.00	1,700.00
	Subtotal		\$160,369.00
	10% Engr. & Cont.		16,036.90
	Total		\$176,405.90

Type Code X021Garrett Creek Bridge (Sta. 381+22 to Sta. 382+12)

90 lin.ft.	Furnish Treated Piling	\$ 1.50	\$ 1,125.00
24 only	Drive Piles	75.00	1,800.00
2.5 M-PHM	Treated Lumber in Place	300.00	750.00
120 cu.yds.	Class "A" Concrete	65.00	7,800.00
32,000 lbs.	Metal Reinforcement	0.12	3,840.00
All Required	Removal of Old Bridge and Provisions for Traffic at Bridge Site		4,000.00

Subtotal	\$ 19,315.00
10% Engr. & Cont.	<u>1,931.50</u>
Total	\$ 21,246.50

Length of Roadway	5.151 Miles
Length of Bridge	<u>0.017 Mile</u>
Total Length	5.168 Miles
Cost per Mile, Roadway	\$34,246.92

SUMMARY OF FUNDS

<u>Description</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State Funds</u>
Roadway	\$176,405.90	\$ 98,176.00	\$ 78,229.90
Structure	<u>21,246.50</u>	<u>11,824.00</u>	<u>9,422.50</u>
	\$197,652.40	\$110,000.00	\$ 87,652.40

RECEIVED
MAY 17 1953
FOR FILING

52-6(2)
3926

May 14, 1953

Mr. H. D. Travis
Assistant Superintendent
Portland General Electric Company
136 South High Street
Salem, Oregon

Dear Sir:

This is your authority to proceed with the moving of your power line located on private property on the Molalla Junction-Margum section of the Cascade Secondary Highway in accordance with your estimated cost of \$1,079.28, as stated in your letter of May 11.

We would appreciate your early completion of this work.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

HGS: me

cc Mr. H. G. Smith
Mr. J. D. Walker
Mr. P. P. Whitmore

PORT AND GENERAL ELECTRIC COMPANY

WILLAMETTE VALLEY DIVISION
130 S. High Street
P. O. Box 510
Salem, Oregon

May 12, 1953

Oregon State Highway Department
Salem, Oregon

Attn: Mr. A. L. Whitcomb, District Engineer
113 Engineering Lab. Building

Dear Sir:

Please refer to my letter of May 11, 1953, giving you the cost of providing a license for your new right of way on the Knappton Highway. I would like to see you and your representative to discuss the Highway Department's outlined in that letter. It is our desire not to hold up your work and we will make it all the more in the light of my own work. May 13 in preparation for the meeting. I would like, however, to have your representative in hand before we start the major work on the highway.

Very truly yours,

M. D. Travis

Manager
District Engineer

MT:G



PORT AND GENERAL ELECTRIC COMPANY

WILLAMETTE VALLEY DIVISION
138 S. High Street
P. O. Box 518
Salem, Oregon

May 11, 1953

Oregon State Highway Department
Salem, Oregon

Attn: Mr. L. L. Whitcomb, Assistant Engineer
Highway Engineering Lab. Building

Dear Sir:

Continuing my telephone conversation with you on April 7, 1953 the cost to the Highway Department for the relocation of three poles of our transmission line now located on private property and covered by an easement for right of way on the State Highway about one mile south of the Willa Junction will be \$1079.28.

This cost is based on the following:

1. Highway Department to pay a portion of cost of new construction according to the type of line on the old line (built in 1942) depreciation on poles, cross, etc. 4.9%. Depreciation on conductor, insulators, etc. 12.53%.
2. Highway Department to pay on local labor and transportation cost for clearing, etc. Relocating poles on right of way and any other related work.
3. Highway Department to pay entire labor and transportation of removal of old poles etc. with credit allowed for salvage value of all removed materials.

For the material used in relocation which flows into our various construction and maintenance projects which, I believe, will give you detailed information on the costs of this work.

We are also doing some work on a private bill owned by Mr. Albert B. Burt to clear your right of way at an estimated cost of \$112.57. We will bill Mr. Burt for our costs and he will make his own settlement with the Highway Department.

If you desire additional information you may contact me at telephone 3-9311, Extension 36.

Very truly yours,

M. D. Travis
M. D. Travis
District Representative

MDT:hg
Encl.

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(continued)

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(The following information was obtained from a review of the literature.)

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RECEIVED
MAY 13 1953
FOR FILING

5-22(10)
2974

May 14, 1953

Acme Construction Co.
1991 East 19th St.
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3926, which was awarded to you on April 24, 1953 by the State Highway Commission, for bridge, grading and paving on the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
MAY 13 1953
FOR FILING

9-200(2)

May 12, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 11, 1953 on Contract No. 3926, Melalla Junction-Marquam Section, in connection with Federal Aid Project No. S-226 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DRP:gs

RECEIVED
JUN 17 1953
FOR FILING

15-211(1)
3126

AGENDA
MAY 18 1953

3C-9

April 24, 1953

Acme Construction Company
P. O. Box 396
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 9th accepted your proposal to perform grading and paving work and construct a 90-foot concrete bridge on the Melalla Junction-Marques Section of the Cascade Highway in Clackamas County for the sum of \$161,886.20, and on the same day awarded Contract No. 3926 to you subject to concurrence from the Bureau of Public Roads and clearance of right of way matters. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

M

cc - Mr. W. H. Fransua
Mr. E. O. Smith
Mr. S. H. Probert
Mr. G. S. Faxon
Mrs. Goldie Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

W. P. MARSHALL, PRESIDENT

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 24, 1953
9:20 a.m.

Acme Construction Co.
Eugene, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Molalla Junction-Marquam Section of Cascade Highway in Clackamas County for which you submitted low bid on April 9. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query, Acting Secretary

CONFIRMATION

Account 400 (5001-900)

Files ✓

File
RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

- 226(2)
3926

April 24, 1953

L-226(2)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

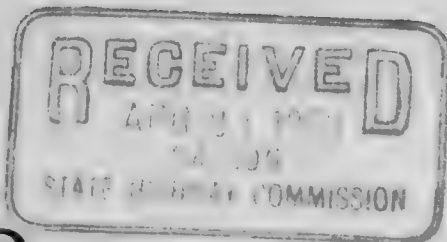
NOTED
W. C. WILLIAMS

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project S-226(2), Molalla Junction-Marquam Section of the Cascade Highway, we hereby concur as of this date in award of contract No. 3926 to Acme Construction Company of Eugene, Oregon, low bidder in the amount of \$161,886.20 at the April 9, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer



RECEIVED
APR 24 1953
FOR FILING

April 24, 1953

3926
Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, bridge and paving work on the Molalla Junction-Marquam Section of the Cascade Secondary Highway in Clackamas County, Project S-226 (2), to the Acme Construction Co. of Eugene, Oregon, on the basis of the bid of \$161,886.20 submitted on April 9, 1953.

All rights of way required for this contract have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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APR 27 1953
FOR FILING
FORM 8-30 20M 9-51 52315

3126

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
April 24, 1953

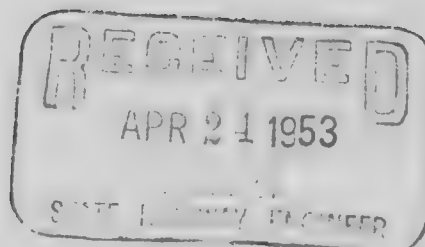
SUBJECT: Molalla Junction, Marquam Section
Cascade Highway
Clackamas County

To: Mr. W. C. Williams
Ass't. Highway Engineer
O F F I C E

The condemnation complaint covering the quarry on this project has been filed and as far as this department is concerned the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn



DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

FILE
MAILING
OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

6-226(2)
37-6
J-226(2)
April 9, 1953

Mr. R. H. Baldeck
State Highway Engineer
Salem, Oregon

Dear Sir:

Your February 20, 1953 request for individual project program change in Item 184, Project S-226(2) was approved by the Acting Commissioner as of March 5, 1953. This letter will confirm our previous verbal notification in this matter.

Approval is with the understanding that prior to starting work or concurrence in award of contract, a request will be submitted and approved increasing the Federal funds to the full pro rata or the State agrees to accept the present Federal financing as a firm commitment.

Very truly yours,

C. G. POLK
District Engineer

By *R. E. McMullen*

R. E. McMULLEN
Program & Planning Engineer



RECEIVED
APR 3 1953
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
Encl.
Feb. 22
Proj. 4 Proj.
S-226(2)

April 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-226(2),
Molalla Junction-Marquam were recommended for approval on
March 25, 1953 and you were authorized to proceed with adver-
tising for bids.

Our letter of authorization failed to mention the proposed
combination bidding of this project and the Molalla (Section St.
and Hart Ave.) Grading and Paving, a city project. Recommenda-
tion for approval of this method of bidding is with the under-
standing that Federal participation will be on the basis of
the unit prices offered by the contractor who would be the
lowest responsible bidder if only the Federal-aid contract
were considered.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

NOTED
N. C. MILLER

SP

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 25, 1953

Const
Fed. Aid
Proj. 9 Proj.
S-226(2)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-226(2),
Molalla Junction-Marquam Section of the Cascade Highway
have today been recommended for approval subject to such
changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt
of advice that all rights of way or rights of entry have
been acquired.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

NOTED
W. C. WILLIAMS



SL

RECEIVED
1953
FOR FILING

March 25, 1953

Oregon State Highway Commission

Sentinel:

Confirming phone call, I have reduced the length of the Molalla Junction-Marques section 1.5 miles to come near to the money allotted. We had set up in the 1954 Federal-aid secondary program a project designated the Molalla Junction-Marques Section of the Cascade Secondary Highway, with an allotment of \$165,000. When the allotment was made, it was intended that the project would consist merely of widening and resurfacing the existing pavement with asphaltic concrete. Subsequently, it has been determined that the existing gradient and alignment are below standard to such an extent that the project cannot qualify as a Federal-aid project unless some alignment changes are made to reduce curvature and gradient changes are made to improve sight distance. Under this plan it would require 1.7 miles of new construction, and the cost of the project would be approximately \$236,000. As this is considerably in excess of money available, it appeared desirable to shorten the project on the south end a distance of 1.5 miles, bringing the cost of the project down to about \$200,000.

The one-and-one-half-mile section to be eliminated now has good alignment and gradient, and the resurfacing and widening of this section can well be deferred for several years, at which time it can be included in a future project that should be done between Marques and Silverton.

Very truly yours,

L. H. Baldoch
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison

WCW:me fp

5-226(-)

3926

file

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Mollala Jct. - Marquam

Highway: Cascade

County: Clackamas

Prefix: 103-1458

Res. Eng.: P. P. Whitmore

Length of Project: 1.8 (Grading)

Stations: 127+50 - 491+00

The recommended total thickness of base course and wearing surface is as follows:

Sections relocated and regraded

Station 159+00 - 195+50	
" 312+00 - 314+50	
" 324+50 - 342+00	15½ inches
" 360+50 - 400+00	

Sections using existing roadway without change

Station 127+50 - 159+00	
" 195+50 - 312+00	
" 314+50 - 324+50	12" - 14" with base and
" 342+00 - 360+50	bituminous surfacing in place
	used as base.

Design data attached.

Submitted by

Ray G. Wilkins
Ass't. Construction Engineer

Recommended
by

H. J. Harnett
Construction Engineer

Recommended
by

G. W. Harbo
Engineer of Materials

cc

Ass't. State Highway Engr.
Ass't. Construction Engr.
Construction Engineer
Engr. of Materials
Division Engr. (Walker, J. D.)
Resident Engr. (P. P. Whitmore)

Approved by

W. J. Harnett
Ass't. State Highway Engr.

3/19/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Mollala Jct. - Marquam

Highway: Cascade

County: Clackamas

Prefix: 103-1458

Res. Eng.: P. P. Whitmore

Length of Project: 1.8 Mi. (Grading)

Stations: 127+50 - 491+00

Location		Soil Characteristics					Required Thickness		
<u>Station</u>	<u>Depth</u>	<u>% Pass</u> <u>#200</u>	<u>LL</u>	<u>PI</u>	<u>R Value</u>	<u>% Silt</u>	<u>Light</u>	<u>Traffic</u> <u>Medium</u>	<u>Heavy</u>
168+00	0 - 1'	69.1	37	9	32	40.2	7½"	12½"	19½"
335+00	0 - 1½'	92.0	32	8	18	40.5	8½"	15 "	24 "
368+00	0 - 1½'	88.1	30	7	9	54.6	9½"	16½"	27 "

203-1705 Oldfield C. W. & Art 1953
#3277 Ave. 1000. 1000.

RECEIVED

FOR FILING

303-16
311

August 2, 1954

Durham and Bates .
901 SW Washington Street
Portland 5, Oregon

ATTENTION: Bass Dyer

Dear Sir:

Contract No. 3927 awarded to Acme Construction Company for work on city streets in Molalla, was completed May 24th, accepted by the Commission June 23rd and final payment made on June 29, 1954. The total amount of the contract was \$7,530.94.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

CABLE "DURHAM"

DURHAM AND BATES

GENERAL INSURANCE

901 S.W. WASHINGTON STREET

PORTLAND 5, OREGON

D. H. BATES
PRESIDENT

July 31, 1954

Secretary
Oregon State Highway Department
Salem, Oregon

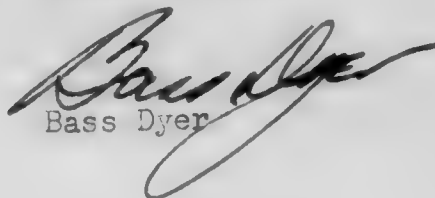
RE: PACIFIC INDEMNITY COMPANY
BOND NUMBER 502043
Acme Construction Co.

Dear Sir:

We would appreciate your advice regarding the status of Contract 3927, with Acme Construction Co. for grading and paving on the Molalla (Second St. and Hart Avenue) Clackamas County, Oregon project.

Very truly yours,

DURHAM & BATES


Bass Dyer

BD: rmm



OREGON STATE HIGHWAY DEPARTMENT
(date)

June 28, 1954

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3927

3-final

ACME CONSTRUCTION CO.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

12807

R-97638

\$ 500.00

6/25/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 15, 1953

Time Extensions: to June 15, 1954 without penalty

Completion Date: May 24, 1954

Date Accepted: June 23, 1954

Penalties: None of record

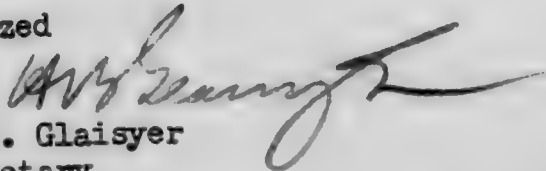
Claims: None of record

Remarks:

Date: 6-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized


H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

291954

6-29-54

RECEIVED
JUN 16 1954
FOR FILING

100 - 1
100 - 1

June 15, 1954

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

State Highway Contract No. 3927 for grading and paving on the Molalla (Section Street & Hart Avenue) Section in Clackamas County was completed by the contractor, Acme Construction Co., on May 24, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is \$7,530.94, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S.W. Washington
Portland 5, Oregon

NOTED ON CARD

RECEIVED
JUN 10 1954
FOR FILING

31 - 1 - 2
3927

June 9, 1954

Pacific Indemnity Company
240 Henry Bldg.
Seattle, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Acme Construction Co. on contract No. 3927, for grading and paving on the Molalla (Section St. & Hart Ave.) Section in Clackamas County.

This payment, in the amount of \$5,606.69, will be released to the contractor on or after June 19, 1954. The retained percentage is \$500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl
cc:
Durham & Bates
901 S.W. Washington
Portland 5, Oregon

NOTED ON CARD

6-9-54, gP

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 29, 1954, 19.....

Section Mollala (Section St. and Hart Ave) Kind of work Grade and Pave
 Highway City Streets Section prefix 303-1705
 Contractor Acme Const Co Contract number 3927
 Date of contract Apr 29, 1953, 19..... Date of completion Aug 15, 1953, 19.....
 Date work started Dec 1, 1953, 19..... ~~Estimated~~ date of completion May 24, 1954, 19.....
 Amount of contract \$ 7395.47 Per cent of time elapsed 100 + %
 Estimated cost of completed project, exclusive of engineering \$ 7530.94
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 700, 123 % Date project was completed May 24, 1954, 19.....

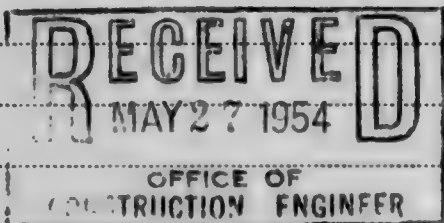
General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor hauled shoulder rock May 24, 1954, and completed this project.

NOTED
H.G. SMITH

NOTED

FORWARDED - COOPER



Signed

P P Whitmore
P P Whitmore, Res Engr.

Salem, Ore

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

RECEIVED
NOV 18 1953
FOR FILING

November 17, 1953

Acme Construction Co.
1991 East 19th St.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 29, 1953, had under discussion your request for an extension of time from August 15, 1953 to June 15, 1954, within which to complete your contract No. 3927 for grading and paving on the Molalla (Section St. & Hart Ave.) City street section in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

P. O. Whitmore,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
NOV 5 1953
FOR FILING

213-1765
21-7

Salem, Oregon
Nov. 4, 1953

Extension of Time

Mr. S. H. Probert

Mr. G. S. Fannon

The State Highway Commission at its meeting held on
October 29, 1953 also approved the following extension of time:

Contract No. 3927, with Acme Construction Co.,
for grading and paving on the Molalla (Section St.
& Hart Ave.) City Street Section in Clackamas
County, extended from August 15, 1953 to June 15,
1954, without penalty.

Secretary

gl

cc: C. H. Mason 3 copies

H. O. Smith

NOTED ON CARD

11-11-53

RECEIVED
OCT 26 1953
FOR FILING

303-1115
3927

October 23, 1953

request for extension of time
No. 29 and last
October 29 and 30 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Acme Construction Company for an extension of time on the Molalla city street project, Contract No. 3927, from August 15, 1953 to June 15, 1954.

This project was bid in conjunction with the Molalla Junction-Marquam project with the expectation that the paving would be done on both jobs at the same time. Delays on the Molalla Junction-Marquam contract, due to weather, prevented the completion in time to do the paving this fall, which necessarily delayed the paving on the city project.

I recommend the extension be granted without penalty.

Very truly yours,

E. H. Baldeck
State Highway Engineer

Attached

cc Mr. H. G. Smith

HGS lg

RECEIVED
MAY 1 1953
FOR FILING

May 20, 1953

Acme Construction Co.
1991 East 19th St.
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3927, which was awarded to you on April 29, 1953 by the State Highway Commission, for grading and paving on the Molalla (Section Street & Hart Avenue) Section in Clackamas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

H. B. Olaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.

RECEIVED
JUN 17 1953
FOR FILING

AGENDA
MAY 14 1953

3C-10

April 29, 1953

Acme Construction Company
P. O. Box 306
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 9 accepted your proposal to perform grading and paving work on the Molalla (Section Street and Hart Avenue) Section in Clackamas County for the sum of \$7,077.00, and on the same day awarded Contract No. 3927 to you subject to clearance of right of way matters. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

cc -

Mr. W. M. Franzen
Mr. H. G. Smith
Mr. S. M. Probert
~~Mr. G. S. Paxon~~
Mrs. Goldie Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1306

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

W. P. MARSHALL, PRESIDENT

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 29, 1953
4:15 p.m.

Acme Construction Company

Eugene, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Molalla (Section St. & Hart Ave.) Grading and Paving Project in Clackamas County for which you submitted low bid on April 9. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query, Acting Secretary

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

of the contract and its terms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
Oregon State Highway Commission

By

Floyd Query, Acting Secretary

chr
Enclosure

cc H. O. Smith
S. H. Prebert
W. M. Franswa, SIAC

RECEIVED
1953
FOR FILING

April 13, 1953

Acme Construction Company
P. O. Box 306
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 accepted your bid in the amount of \$7,077.00 for construction of the Molalla (Section St. & Hart Ave.) Grading and Paving Project in Molalla, Clackamas County, submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
Oregon State Highway Commission

By

Floyd Query, Acting Secretary

ehf
Enclosure

cc H. G. Smith
S. H. Prebert
W. M. Franzwa, SIAC

RECEIVED
1953
FOR FILING

303-1705
3927

April 6, 1953

Mr. K. R. Treadwell, City Recorder
City Hall
Medalla, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Medalla covering the improvement of Section Street from Hart Avenue to railroad crossing and Hart Avenue from Section Street to the paved section north of Fourth Street, a combined distance of approximately 0.20 mile, in connection with the \$250,000 Special City Allotment Fund.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc.

Molalla

2-25-53

The material received from the field on
250,000 yds in Molalla have been checked
and gone over with the City officials.

The City has requested that we do not
add in the rock over present and surface
so estimate is somewhat lower than preliminary
estimate.

The City will do the drainage work as
called for on the plans at the expense of the
City prior to State work.

Mr. Seaford will set grade and drainage.

WLB

THE CITY OF MOLALLA

State of Oregon

August 20, 1952

C
O
P
Y

NOTED
J. W. CATTRALL

State Highway Department
Mr. W. W. Stiffler
Assistant State Highway Engineer
Salem, Oregon

NOTED
Harold C. Ayers

Dear Mr. Stiffler:

At a special meeting held by the Council of the City of Molalla on August 19, 1952, it was agreed to accept the proposal of the State, the the City of Molalla would not pay more than \$1200, which would bring the \$15,000 to be paid by the State, to the total of \$16,200, the amount estimated by Mr. Cattrall as necessary for the improvements of Hart Ave. and part of Section Street.

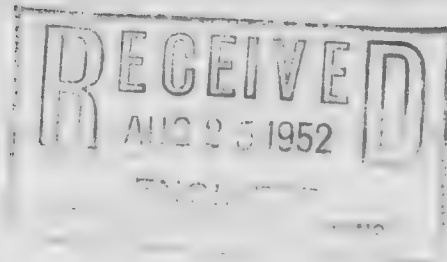
Yours truly,

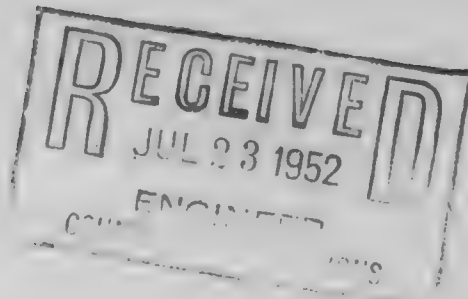
Fred Averill (Signed)

Fred Averill, Mayor

FA:lw

NOTED
J. F. HAGEMANN





7-8-52

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of MOLALLA, OREGON. is an incorporated city of the State of Oregon, and has a population of 1497, as given by the latest official census, and

WHEREAS, the following streets of said city, Fenton and Cole and parts
Shirley, Heinz, Tolliver Road, Ridings Ave Dixon, Hoyt St, Hart Ave, Section St,
Fifth and Seventh Streets.

are not a part or parts of the state highway system, but are streets of said city
which are "receiving excessive wear through sudden increase in population in the
area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, recon-
ditioning and other major improvement, and such city is without necessary funds
with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special
session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,
Fenton and Cole and parts of Shirley St., Heinz St; Tolliver Road; Ridings Ave;
Dixon St; Hoyt St; Hart Ave; Section Ave; Fifth and Seventh Streets.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of dis-
repair, by reason of a sudden increase in population in the area, or because of ex-
cessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of MOLALLA, OREGON. does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate _____ CLIFFORD S. BECKETT as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of July, 1952.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Molalla at a regular or special meeting of said council, held on the 8th. day of July, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15th. day of July, 1952.

X R. D. Dendrell
City Recorder

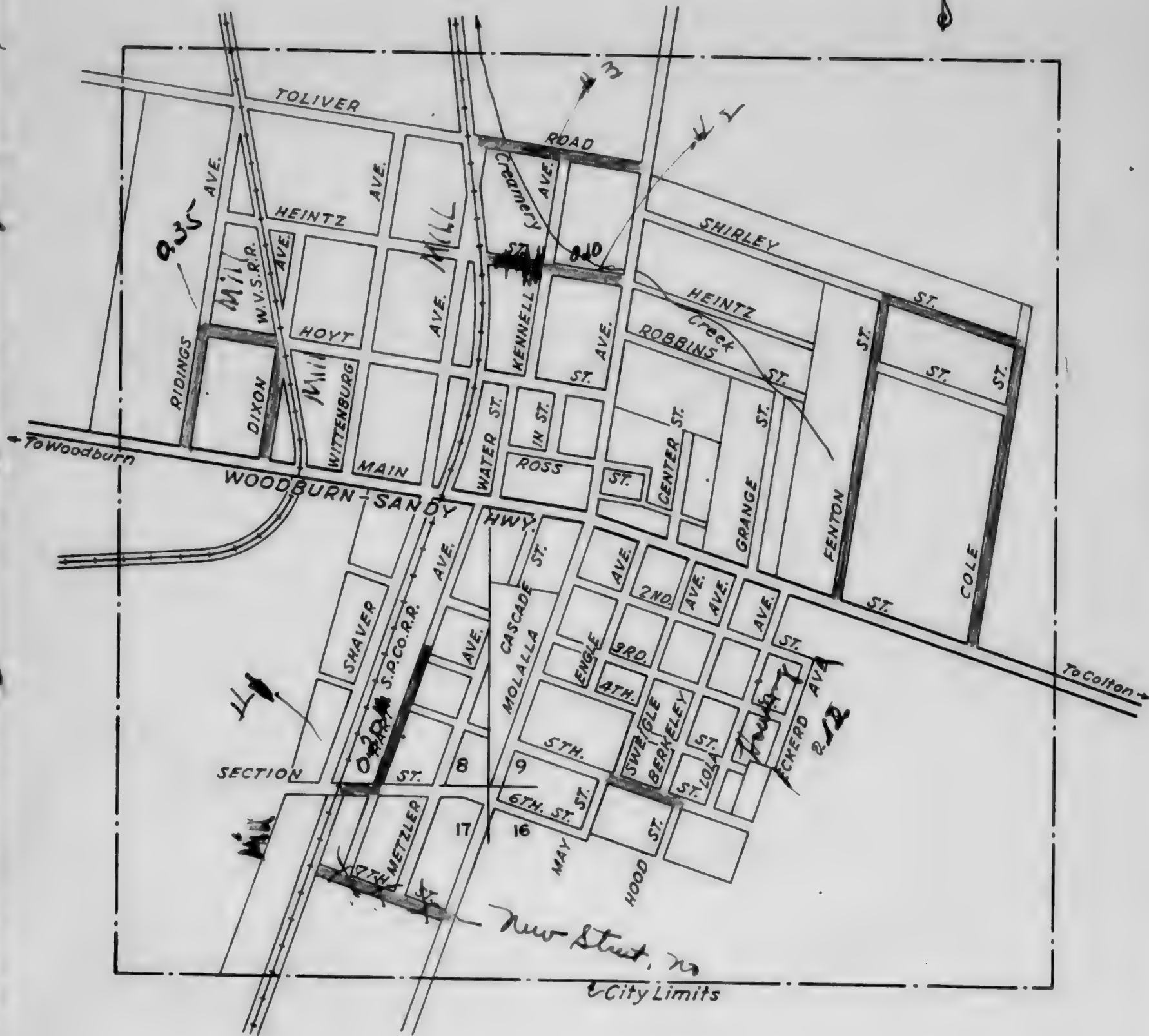
MOLALLA

Scale 1"=800'



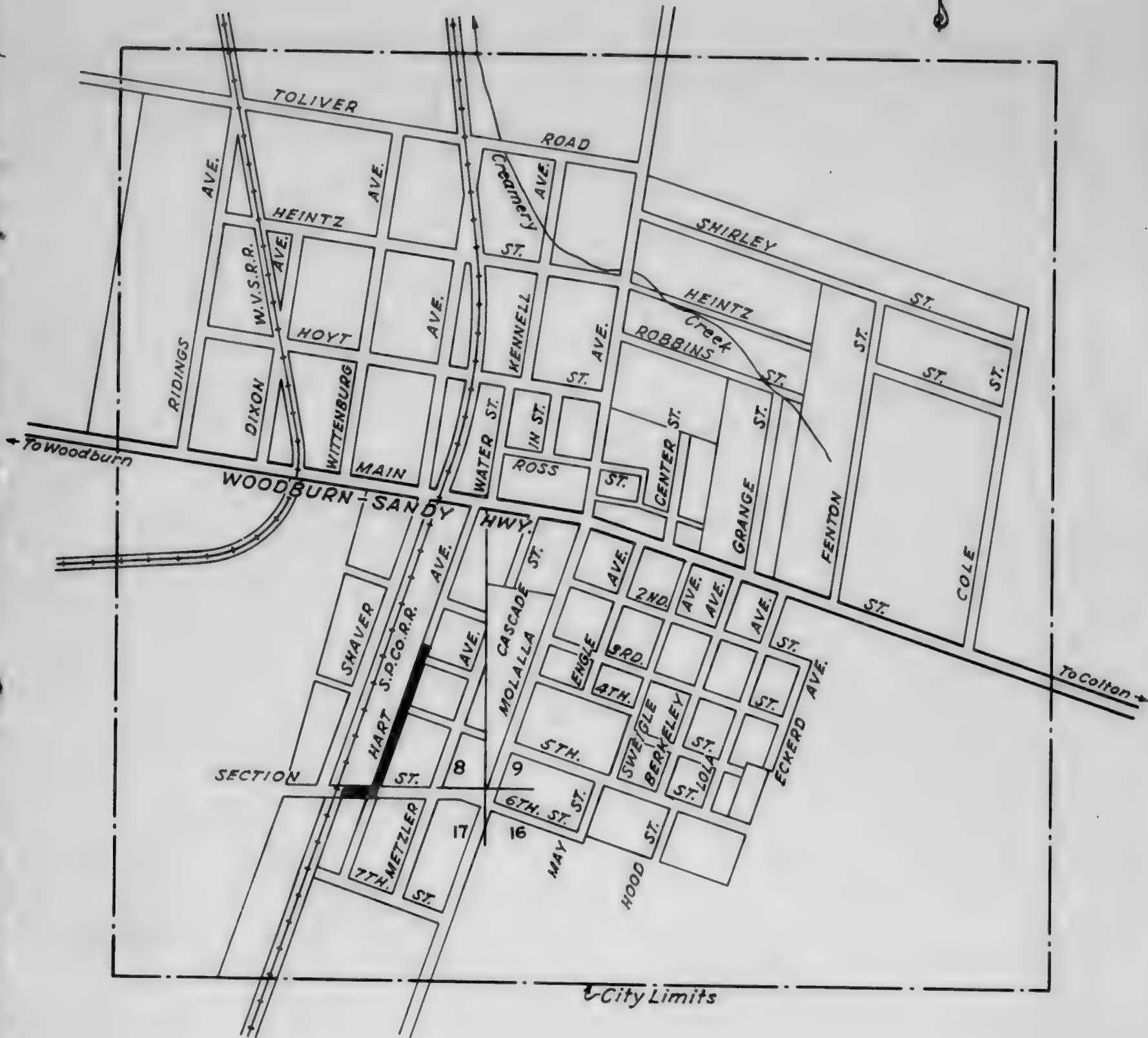
MOLALLA

Scale 1"=800'



MOLALLA

Scale 1"=800'



10-1000
4325
Allen-Edwards M. 1000 1-23
Allen-Edwards M. 1000 1-23
Allen-Edwards M. 1000 1-23

RECEIVED
FOR FILING

11-23-53

December 22, 1953

Hansen & Rowland Inc.
Puget Sound Bank Building
Tacoma, Washington

Attention Leonard E. Frank, Manager
Surety Bond Department

Gentlemen:

State Highway Contract No. 3928, awarded to M. C. Lininger and Sons for rock production on the Tiller-Dead Horse Creek Section of the Tiller-Trail Highway in Douglas and Jackson Counties was completed September 8, 1953 and accepted by the Commission September 24, 1953.

Our contract status report dated November 10, 1953 was in error concerning the acceptance of the project. The final contract amount is \$49,317.09.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAC:ehr



HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE

TACOMA, WASHINGTON

December 21, 1953

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Bond No. 58909 - M. C. Lininger & Sons - Contract for
work on the Tiller-Dead Horse Creek Section on the
Tiller-Trail Highway in Douglas and Jackson Counties
Contract No. 3928

Gentlemen:

In your contract status report to us dated November 10, 1953, you indicated that all work on the project under the bond in caption was completed September 8, 1953 but that the job was not as yet accepted.

We are wondering at this time if the contract has been accepted and, if so, what was the date of acceptance.

Any information you can supply us in this regard will be greatly appreciated.

Very truly yours

HANSEN & ROWLAND, Inc.
General Agents.

Leonard E. Frank

Leonard E. Frank, Mgr.
Surety Bond Department.

sf/

REFERRED TO
Glaisyer
BY SECRETARY

preparing reply

RECEIVED
FOR FILING
10-8303

FINAL COST ANALYSIS

NOTED

December 11th, 1953

Tiller-Deadhorse Creek Section
Contract #3928

Rock Production
M. C. Lininger & Sons, Contractor
Clay M. Cornett, Resident Engineer

State Highway Engineer
Tiller-Trail Highway
Prefix 10-8303

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Crushed Material in Stockpile	1,147.9	Cu. Yd.	\$3.15	\$2.486	\$ 2,853.87	\$ 3,615.89
1/4"-0 Crushed Material in Stockpile	634.9	" "	3.25	2.486	1,578.46	2,063.43
3/4"-1/2" Crushed Material in Stockpile	2,942.1	" "	3.25	2.486	7,314.54	9,561.83
1/2"-1/4" Crushed Material in Stockpile	2,829.8	" "	3.25	2.486	7,035.34	9,196.85
1/4"-#10 Crushed Material in Stockpile	1,443.0	" "	3.25	2.486	3,587.53	4,689.75
S.P. Haul Adjustment, Favor of State	239.0	Yd. Mi.	0.10	0.10	- 23.90	- 23.90
Force Account, Site Preparation					213.24	213.24
Total					\$22,559.08	\$29,317.09

Gross Revenue \$29,317.09

Total Cost 22,559.08

Net Profit \$ 6,758.01

Net Profit Equals 23.05% of Gross Revenue

Detail of Cost

Labor:

Labor and Supervision	\$ 8,574.08	
Labor Insurance	<u>385.83</u>	\$ 8,959.91

Equipment Rental & Misc. Supplies:

Equipment Rental (Owned)	\$ 8,174.89	
Rented Equipment	450.00	
Gas, Oil and Grease	1,764.34	
Explosives (4,350 Lbs.)	769.95	
Explosive Accessories (Caps and Wire)	102.79	
Drill Steel and Bits	435.83	
Bond	175.90	
P.L. and P.D. Insurance	102.89	
Home Office and General Overhead	1,172.68	
Small Tools and Misc. Supplies	<u>449.90</u>	<u>13,599.17</u>

Total Cost \$22,559.08

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	8,997.7	Cu. Yd.	\$ 3,282.66	\$0.36
Drill and Shoot	"	" "	4,551.28	0.51
Load and Haul to Crusher	"	" "	3,623.42	0.40
Crushing	"	" "	<u>5,734.25</u>	<u>0.64</u>
Cost in Bunker			\$17,191.61	\$1.91
Haul to Stockpile (2.25 Mi. Haul)	8,997.7	Cu. Yd.	4,375.19	0.49
Stockpiling	"	" "	<u>992.28</u>	<u>0.11</u>
Total Cost			\$22,559.08	\$2.51

The crusher operated 22 shifts of 8 hours each for a gross time of 176 hours. Down time of $8\frac{1}{2}$ hours reduced this to $167\frac{1}{2}$ hours net. Production was 51.1 cu. yd./hour gross or 53.7 cu. yd./hour net. Also, all operations were stopped 6 days for replacement of a main shaft in the roll crusher.

Remarks:

This was a "State Project" for the crushing and stockpiling of approximately 9,000 cubic yards of rock for future use in maintenance by state forces on the Tiller-Trail Highway in Douglas and Jackson counties.

The bids were opened April 8th, 1953, and the contract was awarded on the same day to M. C. Lininger & Sons, Medford, who was low bidder.

The contractor elected to use the quarry designated by the State at M.P. 32.7, about 9½ miles south of the town of Tiller. On July 15th, the contractor moved in a rented 315 compressor and his own wagon drill and D-7 cat with dozer. Drilling and shooting of the quarry was done by two drillers and the tractor operator. Several pieces of steel were lost due to a thick layer of dirt in the quarry. The quarry was shot during the week ending August 7th.

The move-in of the crusher was started on July 27th, and crushing started on August 13th. Crushing was finished on September 9th, and the site was cleaned up by September 11th. Washing of the rock was not required because the crushing was done in dry weather.

The crushing plant consisted of a 3-crusher, portable plant powered by 3 diesel engines and a 50 KW diesel-electric unit, with electric motors, conveyors, screens and other equipment as needed. A 3/4 cu. yd. Northwest shovel loaded three 5 cu. yd. trucks to haul to the crusher; three 5 cu. yd. and two 8 cu. yd. trucks hauled to stockpiles. A 5 cu. yd. truck hauled reject material. Stockpiling was done by a D-7 dozer and a TD-9 dozer at different stockpile sites.

Six working days were lost due to a broken shaft in the roll crusher. Good progress was made while operating, with an average production of 53.7 cu. yds. per hour. Good bid prices and good supervision resulted in a nice profit.

E. H. Clymer
Chief Cost Analyst

By . . Curtis H. Baker

RECEIVED
DEC 18 1953
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

Nov. 9 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3928

2-final

M. C. LININGER & SONS

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

21836

R-79990

\$ 1,775.25

11/5/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Willard
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: September 8, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-22-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

MAILED ON CARD

12-22-53

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

Nov. 9 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3928

2-final

M. C. LININGER & SONS

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

21836

R-79990

\$ 1,775.25

11/5/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Williams
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: September 8, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-22-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

MAILED ON CARD

12-22-53

RECEIVED
OCT 28 1953
FOR FILING

37-5

October 27, 1953

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 3928 for rock production on the Tiller-Lead Horse Creek Section of the Tiller-Trail Highway in Douglas and Jackson Counties was completed by the contractor, M. C. Lininger & Sons, on September 8, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$1,755.25 will be released to the contractor after acceptance by the Commission. The total contract amount is \$29,317.09, of which amount \$213.24 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

21

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD

10-27-53, gk

RECEIVED
SEP 25 1953
FOR FILING

11-1-23
3928

September 25, 1953

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to M. C. Lininger & Sons on contract No. 3928, for rock production on the Tiller-Dead Horse Creek Section of the Tiller-Trail Highway in Douglas and Jackson Counties.

This payment, in the amount of \$27,561.84, will be released to the contractor on or after October 5, 1953. The retained percentage is \$852.43.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD

9-25-53 g

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

10-8303

For Week Ending Sept. 4, 19 53

Section Tiller - Dead Horse Creek Kind of work Rock Production
 Highway Tiller - trail Section prefix 10-8303
 Contractor M.C. Lininger & Sons Contract number 3928
 Date of contract May 8, 1953, 19 53 Date of completion Sept. 30, 19 53
 Date work started July 15, 19 53 Estimated date of completion Sept. 10, 19 53
 Amount of contract \$ Per cent of time elapsed 82 %
 Estimated cost of completed project, exclusive of engineering \$ 27,000
 Per cent of contract completed, based on total contract price 90 %
 Engineering cost to date \$ 958.00, 43 % Date project was completed 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor operated only part time this week due to breakdown of
Crusher and Power shovel.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

Signed

Clay M. Cornett

Address

Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			17.17		
Miles partially completed			17.17		
Miles completed					
Total estimated quantities			8,500 cy		
Estimated quantities moved or placed to date			7,700 "		
Average daily quantities			800 "		
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			20		

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
					OTHER SOURCES		
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1....., Power graders, Rollers, Mixers, Crushing or screening plants 1.....

Compressors, Bulldozers 1....., Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
JUN 9 - 1953
FOR FILING

10-8322

June 8, 1953

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3928, awarded to you on May 6, 1953 by the State Highway Commission, for rock production on the Tiller-Dead Horse Creek Section of the Tiller-Trail Highway in Douglas and Jackson Counties.

An executed copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl. 1

Received 6/10/53

RECEIVED
MAY 7 1953
FOR FILING

16-8307
5728

AGENDA
JUN 2 5 1953

--

May 6, 1953

M. C. Lininger & Sons
P. O. Box 1386
Madford, Oregon

Gentlemen:

The State Highway Commission on April 8th accepted your proposal for the Tiller-Deadhorse Creek Rock Production Project on the Tiller-Trail Highway in Douglas and Jackson counties for the sum of \$27,525.00, and on the same day awarded Contract No. 3928 to you subject to clearance of right of way matters. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

cc -

W. M. Franzen
H. G. Smith
S. E. Probert
Goldie Lewis

EK

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1906

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 6, 1953
10:50 a.m.

M. C. Lininger & Sons
Medford, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Tiller-Deadhorse Creek Rock Production Project on Tiller-Trail Highway in Douglas and Jackson Counties for which you submitted low bid on April 8. Contract forms will be mailed you shortly for execution.

H. B. Olaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query, Acting Secretary

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED

FOR FILING

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 6, 1953

SUBJECT: Tiller Deadhorse Creeek
Rock Production Project
Douglas County

To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

NOTE
W. C. WILLIAMS

We have now received an Entry Permit from the property owner covering the stockpile site for this project and I am informed that the Division Engineer has secured a Special Use Permit from the Forest Service covering forest lands required for said stockpile site.

As far as this department is concerned, the project can be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
APR 11 1953
FOR FILING

April 10, 1953

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 accepted your bid in the amount of \$27,525.00 for the Tiller-Deadhorse Creek Rock Production Project on the Tiller-Trail Highway in Douglas and Jackson Counties submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading 'Restriction on Commencement of Work'.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Quarry, Acting Secretary

al
encl
cc

H. G. Smith
S. H. Probert
W. M. Franswa SIAC

I-UI-323(6) 82nd Ave.-Halsey St. Conn., 1953
#3929 92nd Ave.-Fairview Sec.,
T.H. Banfield Exp.

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 27, 1955

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3929

6-Final

Warren Northwest, Inc.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

8415

R-121492

\$ 1,728.56

4/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1953

Time Extensions: to Dec. 15, 1954 without penalty

Completion Date: Dec. 14, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-28-55

To the Accounting Division:

Release of the above warrant is hereby authorized on April 29, 1955

H. B. Glaisyer
Secretary

Warrant Mailed: APR 27 1955

Ruth Rawlings

FILED ON 4-28-55

RECEIVED
APR 19 1955

FOR FILING

April 19, 1955

REGISTERED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3929 for work performed on the 82nd Ave.-Halsey Street Connection, 92nd Ave.-Fairview Section of the T.H. Banfield Expressway in Multnomah County was completed by the contractor, Warren Northwest, Inc., on December 14, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of \$1,728.56 will be released to the contractor on or after April 29, 1955. The total contract amount is \$56,966.27, of which amount \$68.35 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

gi

RECEIVED
FEB 3 1955
FOR FILING



COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

2729

OREGON

STATE HIGHWAY DEPARTMENT

SALEM

January 2, 1955

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Arron Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 15 had under discussion your request for an extension of time from July 1 to December 15, 1954 within which to complete your contract No. 3929 covering the 12nd Ave. - Olney Street connection on the 92nd Ave. - Fairview Section of the T. J. Hanfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. J. Tolton,
Division Engineer
J. J. Tarbee,
Assistant Engineer
W. C. Smith,
Construction Engineer

RECEIVED
JAN 10 1955
FOR FILING

3927

January 7, 1955

Request for extension of time
No. 23
January 18 and 19 meeting

regis State Highway Commission

Gentlemen:

Herewith is a request from Warren Northeast, Inc. for an extension of time on the grading and paving project on the 82nd Avenue-Halsey Street Connections, T. H. Banfield Expressway, Contract No. 3929, from July 1, 1954 to December 15, 1954.

The connecting road between 82nd Avenue and Halsey Street was completed in the fall of 1953. The balance of the work on this contract was in connection with the 92nd Avenue off ramp with the Banfield Expressway, and could not be completed until work was finished by other contractors.

The delay was not the fault of the contractor, and I recommend that the extension be granted without penalty. Mr. C. G. Folk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

E. H. Laidton
State Highway Engineer

Attachment

cc Mr. H. G. Smith

HGS lg

RECEIVED
JAN 5 - 1955
FOR FILING

I-UI-323(6)
2-1

January 4, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the 82nd Avenue-Halsey Street Connection, Contract No. 3929, Oregon I-UI-323 (6), from July 1, 1954 to December 15, 1954, to Warren Northwest Incorporated, contractor.

The connecting road between 82nd Avenue and Halsey Street was completed in the fall of 1953. The balance of the work on this contract was in connection with the 92nd Avenue off connection with the Benfield Expressway and could not be completed until work was finished by other contractors.

The delay was not the fault of the contractor and I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldoek
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

EAP:jv

cc: H. G. Smith

RECEIVED
DEC 29 1954
FOR FILING

I-11-322(1)

December 29, 1954

REGISTERED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 3929, covering the 82nd Avenue-Halsey Street Connection, 92nd Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County.

This payment, in the amount of \$6,405.17, will be released to the contractor on or after January 8, 1955. The retained percentage is \$1,708.38.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

J

RECEIVED
DEC 28 1954
FOR FILING

7-UI-323 (6)

December 24, 1954

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 14, 1954 on Contract No. 3929, 82nd Avenue-Halsey St. Connection, 92nd Avenue-Fairview Section, in Multnomah County, in connection with Federal Aid Project No. 1-UI-323 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DBP:bb

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 18, 1954.

Section 82nd Ave. - Fairview Kind of work Grading and Paving
 Highway T.H. Banfield Expressway Section prefix 26-1028
 Contractor Warren Northwest Inc. Contract number 3929
 Date of contract May 14, 1953 Date of completion Sept. 15, 1953
 Date work started July 14, 1953 Estimated date of completion 19
 Project authorization \$ 64,793.81 Per cent of time elapsed 482.5 %
 Exclusive of Engineering \$ 60,185.25
 Estimated cost of completed project, exclusive of engineering \$ 63,716.60
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 4,607.56
 Engineering cost to date \$ 4,850.00, 105.3 % Date project was completed Dec. 14, 1954

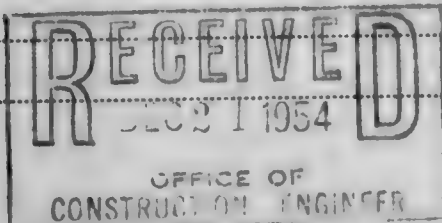
General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed and accepted Tuesday December 14, 1954.

Semi-final complete and transmitted to Salem.

NOTED
O-42 CUTLER

NOTED
FORREST COWLEY

Signed James Dan Res. Engr.Address Portland Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.85				0.85
Miles partially completed					
Miles completed	0.85				0.85
Total estimated quantities	6,600	6,300			3,400
Estimated quantities moved or placed to date	6,300	7,700			3,670
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
DEC 30 1953
FOR FILING

1-11-54 (1)

December 29, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from October 15, 1953 to July 1, 1954 within which to complete your contract No. 3929, covering the 82nd Avenue-Halsey Street Connection, 92nd Avenue-Fairview Section of the T. N. Banfield Expressway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

D. J. Barbee,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
FOR FILING

1-11-22
27-1

November 5, 1953

Request for extension of time
No. 3
December 10 and 11 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request for an extension of time from Warren Northwest Company, Inc. on the 62nd Avenue-Halsey Street Connection, T. H. Banfield Expressway, Contract No. 3729, from October 15, 1953 to July 1, 1954.

This project is now practically complete, with the exception of curbs and other work connecting to the T. H. Banfield Expressway and the 92nd Avenue Overcrossing structure. The balance of the work cannot be completed until the contractor on the 92nd Avenue structure has completed his work and is out of the way.

The delay on this project has no bearing on the 62nd Avenue-Halsey Street Connection's use, and I recommend the extension be granted without penalty. Mr. C. G. Fox of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldwin
State Highway Engineer

Attachment

cc Mr. H. G. Smith

WCW:mo lg

RECEIVED
OCT 21 1953
FOR FILING

I-11-1
3-27

October 19th, 1953

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the 82nd Avenue-Halsey Street Connection Contract #3929, Oregon I-UI-323 (6), from October 15, 1953, to July 1, 1954, to Warren Northwest, Inc., contractors.

This contract is now practically completed with the exception of curb and other work connecting to the Banfield Expressway, and the 92nd Avenue Overcrossing structure. The balance of the contract cannot be completed until the contractor on the 92nd Avenue structure has completed his work and is out of the way.

A delay on this project has no bearing on the 82nd Avenue-Halsey Street Connection, and I would therefore recommend that the extension of time be granted without penalty.

Very truly yours

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

cc to: H. G. Smith

RECEIVED
OCT 16 1953
FOR FILING

October 15, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from September 15 to October 15, 1953 within which to complete your contract No. 3929, for the 82nd Ave.-Walsey Street Connection, 92nd Ave.-Fairview Section of the T. H. Banfield Expressway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. E. Slaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: A. G. Shelton,
Division Engineer

D. J. Barbee,
Resident Engineer

H. O. Smith,
Construction Engineer

RECEIVED
SEP 21 1953
FOR FILING

September 22, 1953

Request for extension of time
No. 23
September 24 and 25 meeting

Oregon State Highway Commission

Continued

Herewith is a request from Warren Northwest, Inc. for an extension of time on the 82nd Avenue-McLay Street Connection, 92nd Avenue-Fairview Section, Contract No. 3929, from September 15, 1953 to October 15, 1953.

The contractor suffered some delay because the buildings had not been removed from the right of way, which buildings had been scheduled to be moved prior to the starting of the work. Also, heavy rains during the month of August delayed the paving to a certain extent.

I recommend that the extension be granted without penalty, and Mr. C. G. Folk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Ballock
State Highway Engineer

Encl.

cc Mr. H. G. Smith

EAP hi

RECEIVED
SEP 22 1953
FOR FILING

I-111-2224

September 18th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the 82nd Avenue-Halsey Street Connection Contract #3929, Oregon I-UI-323(6), from September 15th, 1953, to October 15th, 1953, to the Warren Northwest Company, Inc., contractor.

The contractor suffered some delay due to the non-removal of buildings from the right of way which had been scheduled to be removed prior to the start of the work, and also heavy rains during the month of August delayed paving to a certain extent.

I recommend the extension without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

H

cc to: H. G. Smith

RECEIVED
JUL 21 1953
FOR FILING

I 111-111
5729

July 20, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 14, 1953 on Contract No. 3929, 92nd Avenue-Halsey Street Connection, 92nd Avenue-Fairview Section, of the T. H. Banfield Expressway in Multnomah County, in connection with Federal Aid Project No. I-UI-323 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
FOR FILING

June 16, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3929, which was awarded to you on May 14, 1953 by the State Highway Commission, covering the 82nd Ave.-Halsey Street Connection, 92nd Ave.-Fairview Section of the T. H. Banfield Expressway in Multnomah County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED

FOR FILING

I-UI-323(6)
3727

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1953

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Dear Sir:

The subcontract between Warren Northwest, Inc. and Gibbons & Reed, covering Items 11 to 15 inclusive, on the 82nd Avenue-Halsey Street Connection, 92nd Avenue-Fairview Section of the T. H. Banfield Expressway, Contract No. 3929, Oregon I-UI-323 (6), is approved and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc

W. C. Williams
C. G. Polk (2)

RECEIVED

FOR FILING

FORM E-30 2EM 4-51 22315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 27, 1953

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Warren Northwest, Inc. and Gibbons & Reed, covering Items 1, 2, 3, 5 and 6 on the 82nd Avenue-Halsey Street Connection, 92nd Avenue-Fairview Section of the T. H. Banfield Expressway, Contract No. 3929, Oregon I-UI-323 (6), is approved and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc

W. C. Williams
C. G. Polk (2)

RECEIVED
MAY 1 1953
FOR FILING

AGENDA
JUN 2 5 1953

--

May 14, 1953

Warren Northwest Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 accepted your proposal to grade and pave on the 82nd Avenue-Halsey Street Connection, 92nd Avenue-Fairview Section of the T. H. Banfield Expressway, east of Portland in Multnomah County, for the sum of \$56,489.50, and on the same day awarded contract No. 3929 to you subject to clearance of right of way and receipt of concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my telephone conversation with you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

cc

W. M. Frenawa, SIAC
G. Lewis
S. H. Probert
H. G. Smith

FR

RECEIVED
FOR FILING

FILED
3927

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 14, 1953

SUBJECT: 82nd Avenue-Halsey Street Project
Multnomah County

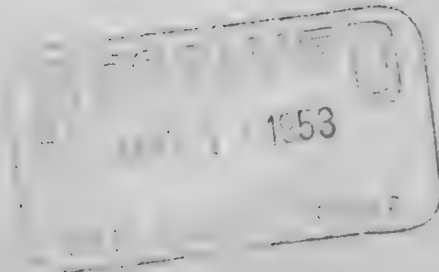
To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

All rights of way have been acquired in connection with this project and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn



RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

I-11-323
31-7

May 14, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project I-UI-323 (6), 82nd Ave.-Halsey Street Connection, T. H. Banfield Expressway, we hereby concur as of this date in award of contract No. 3929 to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of \$56,489.50 at the April 9, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS



RECEIVED
MAY 15 1953
FOR FILING

I-11-323(6)
2927

May 14, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the 82nd Avenue-Halsey Street Connection Unit of the Sanfield Expressway in Multnomah County, Project I-11-323 (6), to Warren Northwest, Inc., of Portland, Oregon, on the basis of the bid of \$56,489.50 submitted on April 9, 1953.

All rights of way required for this contract have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
FOR FILING

11-23-53

April 13, 1953

Warren Northwest Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 accepted your bid in the amount of \$56,489.50 for construction of grading and paving the 82d Avenue-Halsey Street Connection 92d Avenue-Fairview Section of the T. H. Banfield Expressway east of Portland in Multnomah County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

chr
Enclosure

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

RECEIVED
FOR FILING
OREGON DISTRICT
1-11-53
3421

April 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The following is quoted for your information and record from the Acting Commissioner's March 19, 1953 airmail memorandum through our Western Headquarters approving the fifth supplement to the Oregon Federal-aid Urban Highway Program:

"The projects involving Federal participation from the above funds, as listed in Stage 2 of the fifth supplemental program, submitted with your memorandum of March 5, 1953, are approved effective March 12, 1953.

This supplemental program, as approved, contains one highway planning survey project and one construction project (Items 30 and 31), covering improvements on 5.96 miles of roadway, at a total estimated cost of \$802,000, with Federal-aid Urban funds requested in the amount of \$482,140. Of these Federal funds \$16,140 are requested for one highway planning survey project included in this submission.

After approval of this submission, the records of this office show the State's unprogrammed balance of Federal-aid Urban Funds to be \$293,204.

The single construction project, I-UI-323(6), east of Portland, included in this submission, is jointly financed with Federal-aid Urban and Federal-aid Interstate funds. The portion of the project included as Item 2 in the Interstate program is being currently approved. It is noted that Federal participation is requested for less than the legal pro rata; however, the Federal funds requested are in a substantial amount. In view of this fact, it is expected that after award of contract no request will be submitted for increasing the Federal funds. The project is on the National System of Interstate Highways and meets the criteria set forth in the Commissioner's memorandum of June 12, 1951."

End

Mr. R. H. Baldeck - 2

April 9, 1953

Action was still pending on the revision of project I-UI-323(6), Item 2 and 31 of Interstate and Urban programs, respectively, as shown in request forms dated March 10, 1953 at the time of this action.

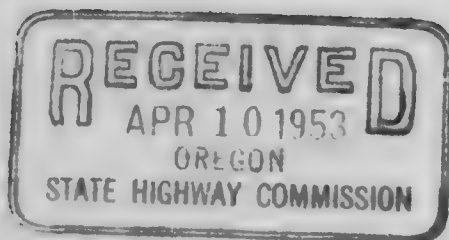
Very truly yours,

C. G. POLK
District Engineer

By



R. E. McMULLEN
Program & Planning Engineer



S-216(4) Sutherlin-Sec. of the Elkton 1953
Sutherlin Hwy., in Sutherlin.
#3930

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 15, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3930

5-final

J. C. Compton Co

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

24006

R-82162

\$ 3,042.98

12/11/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

W. H. Glaisyer
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1953

Time Extensions: None

Completion Date: Aug. 15, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-16-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

W. H. Glaisyer

12-16-53

12-16-53

RECEIVED
NOV 27 1953
FOR FILING

3-216(4)
3930

November 25, 1953

General Casualty Company of America
J. C. Finlay
209 S. W. Fourth Ave.
Portland, Oregon

Gentlemen:

State highway contract No. 3930 for work performed on the Sutherlin Section of the Elkton-Sutherlin highway in Douglas County was completed by the contractor, J. C. Compton Co. on August 15, 1953 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of \$3,042.98 will be released to the contractor on or after December 5, 1953. The total contract amount is \$100,329.17, of which amount \$425.09 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Dept.

NOTED ON CARD

11-25-53
m

State OregonFederal Aid Secondary Project No. S-216(4)U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 19 53,by and between The Oregon State Highway Commission, constitutingfor the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of January, 19 53, a program, which was approved on the 6th day of March, 19 53, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 25th day of March, 19 53; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of

fifty-seven thousand, and 00/100 dollars (\$57,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of
Chapter 529, Laws 1939.
act of legislature by which authorized)

(b) From other sources _____

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1281+00 near the west city limits and survey station
1323+55, all on Central Avenue, Sutherlin, without exception,

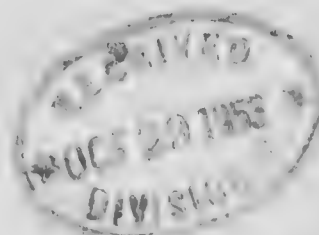
_____, length 0.806 miles, in Douglas County,
Secondary
 being Oregon Federal Aid / project No. 8-216(4), consisting of 0.806 miles of
 roadway and no bridges, ~~with~~ of more than 20 feet clear span, ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16-11379-4



UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____

fifty-seven thousand, and 00/100

dollars (\$ 57,000.00), which does not exceed the authorized Federal pro rata share of _____

one hundred ten thousand, three hundred ninety-seven and 65/100

dollars (\$ 110,397.65), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said

State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____

(Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

[Signature]
Assistant State Highway Engineer

Attest

[Signature]
atst. SECRETARY

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By *[Signature]*
Member, State Highway Commission
(Title of officer)

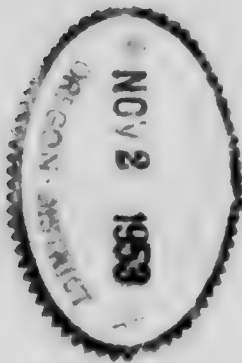
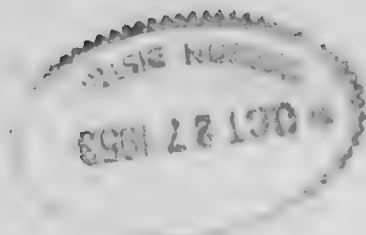
By *[Signature]*
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By *[Signature]*
Division Engineer,
Bureau of Public Roads.



Oregon State Highway Department

Federal Aid Secondary
Project No. 2-216 (4)

SUTHERLIN SECTION OF THE
ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 10, 1953

Type Code 6201

Roadway (Sta. 1281/00 to Sta. 1323/55) (Contract No. 3930)

1,300	cu. yds.	Structural Excavation, Unclassified	\$ 3.00	\$ 3,900.00
20	cu. yds.	Trench Excavation, Unclassified	3.00	60.00
4,400	cu. yds.	General Excavation, Unclassified	1.00	4,400.00
30	lin. ft.	24-inch Concrete Pipe	5.00	150.00
680	lin. ft.	8-inch Sewer Pipe	2.00	1,360.00
2,300	lin. ft.	10-inch Sewer Pipe	2.50	5,750.00
1,640	lin. ft.	12-inch Sewer Pipe	2.60	4,264.00
160	lin. ft.	30-inch Sewer Pipe	7.00	1,120.00
1,610	lin. ft.	Salvaging Culvert Pipe	1.25	2,012.50
12	only	Type "B" Manholes	285.00	3,420.00
32	only	Concrete Catch Basins	70.00	2,240.00
230	cu. yds.	Concrete Curbs	53.00	12,190.00
7,100	cu. yds.	Coarse Material in Base	2.50	17,750.00
1,400	cu. yds.	3/4" - 0 Material in Base	3.50	4,900.00
200	M-gals.	Sprinkling	2.50	500.00
60	tons	RS-2 Emulsified Asphalt in Prime		
		Coat, Tack Coat and Pavement Seal	50.00	3,000.00
4,350	tons	Class "B" Asphaltic Concrete	7.50	32,625.00
120	cu. yds.	Aggregate in Pavement Seal	6.00	720.00

Subtotal \$100,361.50
10% Engr. & Cont. 10,036.15

Total \$110,397.65

Length of Roadway 0.806 miles
Cost per Mile \$136,969.78

Federal Funds- - - - - \$ 57,000.00
State Funds- - - - - 53,397.65
\$110,397.65

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-216 (4)

SUTHERLIN SECTION OF THE
ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 24, 1953

Type Code 6201

Roadway (Sta. 1281+00 to Sta. 1323+55)

1,300	cu. yds.	Structural Excavation, Unclassified	\$ 3.00	\$ 3,900.00
20	cu. yds.	Trench Excavation, Unclassified	3.00	60.00
4,400	cu. yds.	General Excavation, Unclassified	1.00	4,400.00
30	lin. ft.	24-inch Concrete Pipe	5.00	150.00
680	lin. ft.	8-inch Sewer Pipe	1.40	952.00
2,300	lin. ft.	10-inch Sewer Pipe	1.65	3,795.00
1,640	lin. ft.	12-inch Sewer Pipe	2.00	3,280.00
160	lin. ft.	30-inch Sewer Pipe	7.00	1,120.00
1,610	lin. ft.	Salvaging Culvert Pipe	2.00	3,220.00
12	only	Type "B" Manholes	250.00	3,000.00
32	only	Concrete Catch Basins	75.00	2,400.00
230	cu. yds.	Concrete Curbs	45.00	10,350.00
7,100	cu. yds.	Coarse Material in Base	2.50	17,750.00
1,400	cu. yds.	3/4" - 0 Material in Base	3.25	4,550.00
200	M-gal.	Sprinkling	3.00	600.00
60	tons	RS-2 Emulsified Asphalt in Prime Coat, Tack Coat and Pavement Seal	48.00	2,880.00
4,350	tons	Class "B" Asphaltic Concrete	7.00	30,450.00
120	cu. yds.	Aggregate in Pavement Seal	5.50	660.00

Subtotal	\$ 93,517.00
10% Engr. & Cont.	9,351.70
Total	\$102,868.70

Length of Roadway 0.806 mile
Cost per Mile \$127,628.66

Federal Funds	\$ 57,000.00
State Funds	45,868.70
	\$102,868.70

RECEIVED
FOR FILING

September 23, 1953

General Casualty Company of America
J. C. Finlay, Agent
209 S. W. Fourth Ave.
Portland, Oregon

Dear Sir:

It is the intention of the State Highway Commission to release to J. C. Compton Co. a portion of the funds heretofore retained by the Commission on contract No. 3930, for grading and paving on the Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County.

This payment, in the amount of \$31,341.98, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of \$3,024.32. The present payment will be released on or after October 3, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

9-23-53

RECEIVED
AUG. 21 1953
FOR FILING

(4)
3930

August 20, 1953

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 15, 1953 on Contract No. 3930, Sutherlin Section, in connection with Federal Aid Project No. 8-216 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Catrell

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 14, 1953

Section Sutherlin Kind of work Grading and Paving
 Highway Elkton - Sutherlin Section prefix 110-1076
 Contractor J.C. Compton Co. Contract number 3930
 Date of contract May 14, 1953, 1953 Date of completion Oct. 31, 1953, 1953
 Date work started April 25, 1953 Estimated date of completion August 20, 1953
 Amount of contract \$ 102,560.00 Per cent of time elapsed 54%
 Estimated cost of completed project, exclusive of engineering \$ 100,000
 Per cent of contract completed, based on total contract price 97%
 Engineering cost to date \$ 6,100.00, 71% Date project was completed 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished paving on thursday. Small crew on job balance
 week cleaning up.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

ORREST COO

Signed

Clay M. Cornett

Address

Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.81	0.81			0.81
Miles partially completed					
Miles completed	0.81	0.81			0.81
Total estimated quantities	4,400 cy	8,500 cy			4,400 ton
Estimated quantities moved or placed to date	4,275 "	10,468 "			4,047 "
Average daily quantities					810 "
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					9
Average force on project for week					32

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders 1, Rollers 2, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
FOR FILING

S-216(4)

June 16, 1953

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3930, which was awarded to you on May 14, 1953 by the State Highway Commission, for grading and paving on the Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUN 3 - 1953
FOR FILING

3990

June 2, 1953

REGISTERED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

Your Contract No. 3030 for grading and paving on the Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County has been received in this office fully executed.

We are, therefore, returning your certified check dated April 8, 1953, drawn on The First National Bank of McMinnville, in the amount of \$5,500.00 which you submitted with your proposal on April 9, 1953.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

ml

cc - Accounting Division

RECEIVED
JUN 3 - 1953
FOR FILING

39-0

June 2, 1953

REGISTERED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

Your Contract No. 3030 for grading and paving on the Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County has been received in this office fully executed.

We are, therefore, returning your certified check dated April 8, 1953, drawn on The First National Bank of McMinnville, in the amount of \$5,500.00 which you submitted with your proposal on April 9, 1953.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

cc - Accounting Division

RECEIVED
MAY 21 1953
FOR FILING

File

5-216-4

May 20, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 25, 1953
on Contract No. 3930, Sutherlin Section, in connection with Federal
Aid Project No. 8-216 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DSP:tp

RECEIVED
MAY 15 1953
FOR FILING

AGENDA

MAY 5 1953

32-3

May 14, 1953

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 accepted your proposal for grading and paving on the Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County, for the sum of \$102,605.00, and awarded on the same day, contract #3930 to you subject to clearance of right of way and receipt of concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

al

cc W. M. Franswa, SIAC
H. G. Smith
G. Lewis
S. H. Probert

EK

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate telegram	
FULL RATE TELEGRAM	SE
DAY LETTER	NIGHT LETTER

WESTERN UNION

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLLY	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

393

May 14, 1953

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading and paving on the Sutherlin Section of the Elkton-Sutherlin Highway in Douglas County for which you submitted low bid on April 9, 1953. Contract forms will be mailed you shortly for execution.

CC: Confirmation
C. W. Head
Auditor (500 1-900)
Files

Floyd Query, Acting Secretary
OREGON STATE HIGHWAY COMM.

C. G. Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS



Ans

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 14, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project S-216(4) Sutherlin Section of the Elkton-Sutherlin Highway, we hereby concur as of this date in award of Contract No. 3930 to J. C. Compton Company of McMinnville, Oregon, low bidder in the amount of \$102,605.00 at the April 9, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS



AP

RECEIVED
MAY 15 1953
FOR FILING

May 14, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Sutherlin Section of the Elkton-Sutherlin Secondary Highway in Douglas County, Project S-216 (4), to J. C. Compton Co. of McMinnville, Oregon, on the basis of the bid of \$102,605 submitted on April 9, 1953.

All rights of way required for this contract have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
APR 16 1953
FOR FILING

9/1/53
3920

file

LOCAL CONTRACTS and
AGREEMENTS No. 1457

Salem, Oregon
April 16, 1953

113
1067
40

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Sutherlin covering reconstruction of a portion of the Elkton-Sutherlin Highway (Central Avenue) in the City of Sutherlin.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Sutherlin, Oregon.

Yours very truly,

Acting Secretary

rn
Attach: 1

RECEIVED
APR 17 1953
FOR FILING

S-212 (2)
3930

April 16, 1953

Lo
4113
4069
4042 Joan Clark, City Recorder
City Hall
Sutherlin, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Sutherlin covering reconstruction of a portion of the Elkton-Sutherlin Highway (Central Avenue) in the City of Sutherlin.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
enc. 1

DISTRIBUTION SHEET. NOT A PART OF ATTACHED DOCUMENT

Cooperative Construction Agreement
Central Avenue (Elkton-Sutherlin Highway)
City of SUTHERLIN
April, 1953

Copies Distributed as Follows:

City of	<u>SUTHERLIN</u>	<u>1</u>
County of	_____	_____
R. H. Baldock	_____	Office Engineer
W. C. Williams	_____	Personnel
W. W. Stiffler	_____	Right of Way
Accounting	_____	Secretary
Bridge	_____	Sec. of State
Construction	_____	Sign
County & City	<u>1</u>	Traffic
Division No. <u>3</u>	<u>2</u>	_____
Legal	_____	_____
Maintenance	<u>1</u>	_____

Herewith three copies of a cooperative construction agreement covering the reconstruction of a portion of the Elkton-Sutherlin Highway (Central Avenue) in the City of Sutherlin.

Two copies of this agreement have been signed by the proper city officials and may now be presented to the Highway Commission.

This completes Assignment #4113.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION

DATE 8/19/52 7 Minute Page 68

Flora Owens
Secretary

RECEIVED
FOR FILING

FORM 8-50 27,000 4-52 50000

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1953

SUBJECT: Assignment #4113

To:

4113
4069
4042
Mr. W. C. Williams
OFFICE

RECEIVED TO
Query.

Herewith three copies of a cooperative construction agreement covering the reconstruction of a portion of the Elkton-Sutherlin Highway (Central Avenue) in the City of Sutherlin.

Two copies of this agreement have been signed by the proper city officials and may now be presented to the Highway Commission.

This completes Assignment #4113.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION

DATE 8/19/52 7 Minute Page 68

Floyd Owens
Acting Secretary

Date: March 26, 1953

ASSIGNMENT

No. 4113
By [Signature]

Description: Letter of March 25 by Tom Reeder, seven copies of agreement attached to be entered into by State and City of Sutherlin re reconstruction of a certain part of Central Ave. over which Elkton-Sutherlin State Highway is routed
Acknowledged by _____ Referred to Cattrall _____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____

PLEASE RETURN TO
W. C. WILLIAMS

signature

Assignment executed 4-2-53 Report received _____

Remarks: Check—if ok obtain execution by city.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Herewith you will find the original and six copies of the proposed agreement to be entered into by the State and the City of Sutherlin with respect to the reconstruction of a certain part of Central Avenue over which the Elkton-Sutherlin State Secondary Highway is routed, and which is located in the City of Sutherlin.

You will note that the prints setting forth the plans, and which are to be marked Exhibit "A" have not been attached to the enclosed agreements. This will be done by the County and City Relations Division and a copy of said plans should be forwarded to this office so that the same can be attached to our file copy of the said agreement.

Yours very truly,

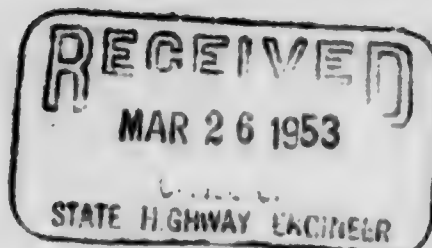
C. W. ENFIELD
Chief Counsel

By *Thomas J. Reeder*

THOMAS J. REEDER
Assistant Attorney

NOTED
W. C. WILLIAMS

TJR:jfw
Encls. 7



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 25, 1953

Salem, Oregon

SUBJECT:

To:

Mr. W. C. Williams
Asst. State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Herewith you will find the original and six copies of the proposed agreement to be entered into by the State and the City of Sutherlin with respect to the reconstruction of a certain part of Central Avenue over which the Elkton-Sutherlin State Secondary Highway is routed, and which is located in the City of Sutherlin.

You will note that the prints setting forth the plans, and which are to be marked Exhibit "A" have not been attached to the enclosed agreements. This will be done by the County and City Relations Division and a copy of said plans should be forwarded to this office so that the same can be attached to our file copy of the said agreement.

Yours very truly,

C. W. ENFIELD
Chief Counsel

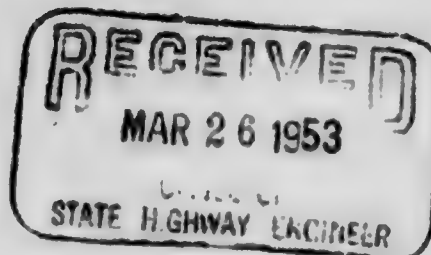
By

Thomas J. Reeder

THOMAS J. REEDER
Assistant Attorney

NOTED
W. C. WILLIAMS

TJR:jfw
Encls. 7



RECEIVED
1953
FOR FILING

Cooper

4/14/53
4/15/53

March 16, 1953

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

In answer to your letter of March 9 regarding paving on Central Avenue in Sutherlin, I wish to advise that our plans for this work start just westerly from the Southern Pacific tracks, and no change in the crossing is contemplated at this time.

A set of plans for this project is being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

FC: me

cc Mr. Forrest Cooper

Date March 10, 1953

ASSIGNMENT

No. 4069
By W.C.

B-2000

Description: Letter of March 9 by L. P. Hopkins regarding paving of Central Avenue, Sutherlin

IN REPLY PLEASE REFER TO

911201/513

Acknowledged by _____ Referred to Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation

☒ Return with rough draft of reply

Please prepare for _____ signature

PLEASE RETURN TO
W. C. WILLIAMS

RETURN TO
C. WILLIAMS

Assignment executed 3-13-53 Report received _____

Remarks: Rough Draft Attached

Dear Sir:

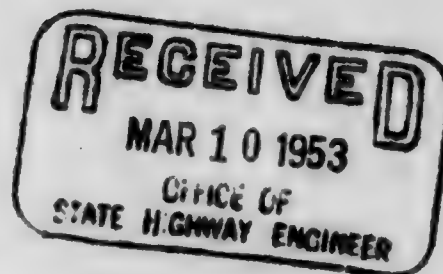
Refer to yours of March 2nd relative paving of Central Avenue, Sutherlin.

Would appreciate being advised just what you propose to do and if it is intention of the State to repave crossing. We would also appreciate receipt of plans on your proposed work.

Yours truly,

L. P. Hopkins

NOTED
W. C. WILLIAMS



Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

S-2080

L. P. HOPKINS
SUPERINTENDENT

March 9, 1953

IN REPLY PLEASE REFER TO

911201/513

Mr. R H Baldock
Chief Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Attention - Mr. W C Williams
Asst. State Highway Engineer

Dear Sir:

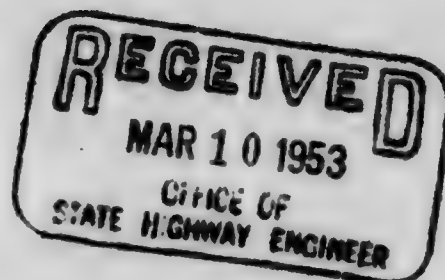
Refer to yours of March 2nd relative paving
of Central Avenue, Sutherlin.

Would appreciate being advised just what you
propose to do and if it is intention of the State to
repave crossing. We would also appreciate receipt
of plans on your proposed work.

Yours truly,



NOTED
W. C. WILLIAMS



RECEIVED
1953
FOR FILING

4042

March 2, 1953

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Your File: 911201/513

Dear Sir:

We have made a further study of the matter of the encroachment of the Southern Pacific Depot on the street in Sutherlin and have decided that, due to cost and other complications, we will proceed with the construction of our street without moving the depot.

If, after the project is completed, it appears that some further action is necessary, we will contact you at that time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

PC: me

cc Mr. H. G. Smith

Date **February 27, 1953**

ASSIGNMENT

No.
By

4042
[Signature]

S-2860

Description: Letter from L. P. Hopkins of Southern Pacific Co., Union Station, Portland 9, Ore. requesting meeting be set to discuss moving station bldg. at Sutherlin away from Central Ave. to allow State to widen this crossing.

Acknowledged by _____ Referred to Mr. H. G. Smith _____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation

**** Return with rough draft of reply**

Please prepare for _____ **PLEASE RETURN TO** signature

W.C. WILLIAMS

Assignment executed 3-2-53 Report received _____

Remarks: **If we have 60' street, why move building?** *cost est. at \$100,000*

Rough Draft attached

Yours January 27th relative to moving station building at Sutherlin away from Central Avenue so as to allow State to widen this crossing.

We find this crossing is covered by an agreement dated 1914 with the City of Sutherlin for a 60' street. If street is widened it would be necessary for State to obtain additional easement as well as move our station building at their cost. However, it would be our suggestion that you have a representative meet us on ground to discuss the situation.

If you will fix date of meeting at least a week in advance, our representative will arrange to be at meeting.

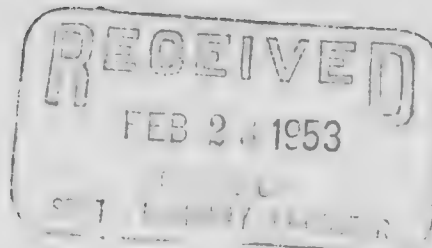
Yours truly,

L. P. Hopkins
P

NOTED
W. C. WILLIAMS

W.C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS



NOTED
H. G. SMITH

IN REPLY PLEASE REFER TO

911201/513

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

L. P. HOPKINS
SUPERINTENDENT

February 19, 1953

911201/513

NOTED
H. G. SMITH

Mr. R H Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Attention - Mr. W C Williams

Dear Sir:

Yours January 27th relative to moving station building at Sutherlin away from Central Avenue so as to allow State to widen this crossing.

We find this crossing is covered by an agreement dated 1914 with the City of Sutherlin for a 60' street. If street is widened it would be necessary for State to obtain additional easement as well as move our station building at their cost. However, it would be our suggestion that you have a representative meet us on ground to discuss the situation.

If you will fix date of meeting at least a week in advance, our representative will arrange to be at meeting.

NOTED

FORREST COOPER

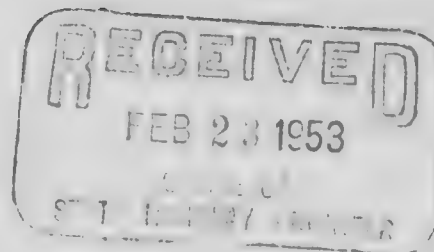
Yours truly,

L. P. Hopkins
f

NOTED
W. C. WILLIAMS

PL 1110
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS



RECEIVED
JAN 29 1953
FOR FILING

January 27, 1953

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

US99 is being reconstructed about one-half mile west of the railroad at Sutherlin, and Central Avenue is being improved westerly from the railroad to the interchange with the new highway with a 44-foot pavement. Central Avenue is an 80-foot street easterly from the railroad and a 60-foot street westerly from the railroad, but the depot encroaches upon Central Avenue so that there is only about a 50- or 55-foot street across the right of way, and our curb would practically line up with the edge of the depot.

With this connection to the new highway there will be considerably more traffic across the crossing, and we feel that the location of the depot obstructs the sight distance to a considerable extent and adds materially to the hazard of the crossing. There is a coal shed in the rear of the depot, but other than this there would seem to be no reason why the depot could not be moved farther south so as to give a uniform right of way for Central Avenue.

Will you kindly advise whether the depot was located before the townsite of Sutherlin was platted and, if so, the cost of moving the depot back to a more suitable location.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS me

cc Mr. H. G. Smith

RECEIVED
APR 14 1953
FOR FILING

3-21641

April 13, 1953

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 9, 1953 accepted your bid in the amount of \$104,605.00 for grading and paving the Sutherlin Section of the Elkton-Sutherlin Highway in Sutherlin, Douglas County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety as soon as right of way has been cleared and concurrence is received from the Bureau of Public Roads.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

shr
Enclosure

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

S-216(4)
2120

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Sutherlin

Highway: Elkton Sutherlin

County: Douglas

Prefix: 110-1411-900

Res. Engr.: Clay Cornett

Length of Project: 0.82

Stations: 0+00 - 38+00

The recommended total thickness of base course plus wearing surface is 19 inches, composed of 14 inches of pit-run base, $1\frac{1}{2}$ inches of leveling course and $3\frac{1}{2}$ asphaltic concrete.

The design data is attached.

cc Ass't. State Highway Engr.
Ass't. Construction Engr.
Construction Engineer
Engineer of Materials
Division Engr. (Tom Edwards)
Res. Engineer (Clay Cornett)
Office Engineer

Submitted by

Ray Webster
Ass't. Construction Engr.

Recommended
by

J. H. Smith
Construction Engineer

Recommended
by

17" total thickness
G. W. Harra
Engineer of Materials

Approved by

Harra
Ass't. State Highway Engr.

4/10/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Sutherlin

Highway: Elkton-Sutherlin

County: Douglas

Prefix: 110-1411-900

Res. Eng.: Clay Cornett

Length of Project: 0.82

Stations: 1281+00 - 1323+53
(P 0+00 ± - P 42+55±)

Location		Soil Characteristics					Required Thickness		
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Traffic		
P 1+00	0 - 3½'	66.0	20	2	21.5	34.4	8½"	15"	24"
P 3+00	0 - 4'	72.5	22	5	14.3	34.3	9"	15½"	25"
P 6+00	0 - 4'	73.0	21	2	21.3	40.1	9"	15½"	25"
P 8+00	0 - 4'	73.4	22	3	25.6	37.0	8"	14"	21½"
P 15+00	0 - 4'	74.3	23	4	23.7	35.9	8½"	14"	22"
P 28+50	1' - 3½'	72.0	21	3	30.0	35.5	8"	13"	20"
P 33+00	—	72.7	19	3	26.0	35.7	8"	13½"	21½"

4/10/53

RECEIVED
X FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

S-216 (4)
39:0

S 216- (4)

April 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The addition of Item 192, Project S-216(4), to the Federal-aid Secondary Highway Program as described in the fourteenth supplemental program was approved March 6, 1953.

This letter will confirm for the record our previous verbal notification in the matter.

Very truly yours,

C. G. POLK
District Engineer

By

R. E. McMullen

R. E. McMULLEN
Program and Planning Engineer



SHP:gs

7-11
RECEIVED
FILE FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 25, 1953

Connel
Fidell
Progr. Eng.
S-216 (4)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-216(4), Sutherlin Section of the Elkton-Sutherlin Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

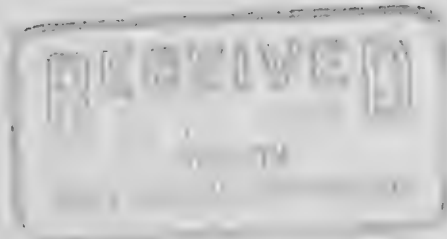
This is to authorize your advertising for bids.

Please submit the necessary encroachment and easement resolutions from the Sutherlin City Council prior to the project agreement estimate.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

NOTED
W. C. WILLIAMS



Sh

SHP:gs

RECEIVED
FOR FILING

Jan 14
Jan 15
Jan 16

February 10, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of February 6, concerning Item No. 192, Project S-216 (4), Sutherlin Section of PAS Highway No. 232, submitted for approval in Secondary Highway Program, Supplement No. 14.

The submission of this project as a four-lane facility was erroneous. The proposed 40-foot pavement is intended to provide 2 12-foot travel lanes and 2 8-foot parking lanes, which we consider to be entirely adequate.

The railway grade crossing within the project is within the railway yard limits of Sutherlin. The maximum speed for trains within those limits is 35 MPH. Of the 13 train movements at the crossing, only 2 are passenger trains; both being "local" trains operating between Portland and Ashland and both passing through Sutherlin during hours of darkness.

Since the highway is not an "important trunk highway" and the railroad crossed is not a "high-speed main line railroad," warning signal protection of the crossing is, in our opinion, entirely adequate and in full accord with the criteria mentioned in General Administrative Memorandum No. 63.

As it has not, for many years, been the practice of the Highway Commission to ask for or receive local cooperation in the financing of improvements of the kind contemplated in this project, we do not consider the obtaining of local participation in cost to be feasible in this instance.

Very truly yours,

R. H. Baldeck
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 6, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our Division Office advises that additional information is needed to justify the 4-lane facility proposed to handle the estimated 1971 traffic of 3800 ADT for Item 192, Project S-216(4) west city limit of Sutherlin to 0.1 mile west of the Pacific Highway. The following quotation from Mr. Lynch's February 2, 1953 memorandum in this matter is furnished for your information.

"It is assumed that the location of the project in relation to the new location of U. S. 99 and the town of Sutherlin is probably one of the principal factors behind the decision to design a 4-lane facility. If this assumption is correct, and the higher type design can be substantiated, it would seem that some local financial cooperation would be in order.

We would suggest, also, that if the State can satisfactorily support the proposed design, and regardless of the manner and method of financing, consideration should be given to obtaining wider traffic lanes. If the route carries the volume of log and lumber trucks that we expect it does, then 10' traffic lanes on either a 2 or 4-lane facility might present a hazard to the safe movement of vehicles on this street.

In connection with this same project, we note that the wig-wag signal is considered adequate protection for the highway-rail-road grade crossing located on the project. For a main line grade crossing of the Southern Pacific Railway involving the conflict of 13 trains and 2800 motor vehicles daily, we question the adequacy of wigwag signals. Also, it is understood that most fast passenger train movements at this crossing occur during hours of darkness. We believe additional discussion, including the times and speeds of fast trains and the extent of delays to traffic movement, should be furnished to permit a determination of the adequacy of the existing protective devices at this crossing."

NOTED
W. C. WILLIAMS

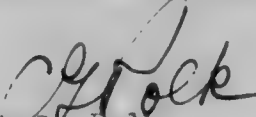
R. H. Baldock

-2-

February 6, 1953

Please provide information to justify the design proposed, the rail-road crossing data requested, and also comment relative feasibility of local financial cooperation.

Yours very truly,


C. G. Polk
District Engineer



10-1073 2. "H", Low Lake - Harding 1953
#3231 2. C. of 4th 100. Coast Hwy. N.
from Harding.

10-1073

June 15th, 1956

S. Unit, Elbow Lake-Gardiner
Contract #3931FINAL COST ANALYSIS
Grading and Paving
Coos Bay Dredging Co., Contractor
P. F. Burnett, Resident EngineerOregon Coast Highway
Prefix 10-1073-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
4 Clearing & Grubbing	100%	All	\$36,457.96	\$40,000	\$ 36,457.96	\$ 40,000.00
1 Struct. Excav., Unclass.	4,356.8	Cu. Yd.	3.00	4.00	12,673.50	16,898.00
Gen'l. " "	391,579.2	" "	0.446	0.81	174,661.44	317,297.66
Short Overhaul	392,396	Yd. Sta.	0.011	0.02	4,315.98	7,847.92
Long " "	5,253	C-Yd. Sta.	0.305	0.55	1,607.20	2,889.15
Finish R/B & Slopes	2.17	Mile	869.39	1,000.00	1,886.54	2,170.00
Rounding Cutbanks	5,435	Lin. Ft.	0.193	0.25	1,049.86	1,358.75
1 12" Concrete Pipe	36	" "	1.34	3.00	48.40	108.00
1 18" " "	1,011	" "	3.24	5.25	3,279.36	5,307.75
1 36" " "	66	" "	8.27	14.00	545.69	924.00
1 42" Ext. Str. Asbestos Bonded Corr. Met. Pipe	150	" "	18.62	24.00	2,793.23	3,600.00
1 6" Perf. Metal Drain Pipe, Coated	9,485	" "	1.58	3.00	15,041.29	28,455.00
1 3/8"-0 Backfill in Drains	1,044	Cu. Yd.	3.67	5.00	3,839.83	5,220.00
2 Class "A" Concrete	19.4	" "	158.50	60.00	3,074.97	1,164.00
2 Metal Reinforcement	2,220	Lb.	0.13	0.15	299.70	333.00
1 Metal Guard Rail	1,233	Lin. Ft.	2.39	3.50	2,953.02	4,315.50
3 2 1/2"-0 Mat'l. in Base	12,790	Cu. Yd.	2.83	3.15	36,297.50	40,288.50
3 3/4"-0 Mat'l. in Base and Shoulders	9,100	" "	3.43	3.40	31,260.93	30,940.00
3 Sprinkling	778	M/Gal.	2.21	3.00	1,721.97	2,334.00
3 3/4"-0 Mat'l. in Binder	612	Cu. Yd.	3.66	4.00	2,242.25	2,448.00
3 RC-3 Asphalt in Binder	77.74	Ton	42.18	52.00	3,278.88	4,042.48
3 Class "B" Asphaltic Concrete	8,212.885	"	6.93	7.50	56,897.39	61,596.64
3 Aggregate in Shoulder Oiling	910.5	Cu. Yd.	4.73	5.00	4,314.85	4,552.50

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3 150-200 Asphalt in Shoulder Oiling	57.6	Ton	\$ 47.89	\$ 50.00	\$ 2,759.01	\$ 2,880.00
4 PA #1, Extra Clearing & Grubbing	4.94	Acre	912.15	\$1,000	4,506.04	4,940.00
PA #2, Salvage & Reinstall 18" Concrete Culvert Pipe	201	Lin. Ft.	1.65	2.00	316.94	402.00
PA #4, Purchase Excess 36" Concrete Pipe	6	" "	5.60	5.60	33.60	33.60
3 PA #5, 150-200 in Seal	50.52	Ton	48.07	50.00	2,070.46	2,526.00
3 PA #5, Aggregate in Seal	285	Cu. Yd.	4.62	5.50	1,315.39	1,567.50
3 PA #6, RS-1 Emuls. Asph. in Tack Coat	.57	Ton	169.82	75.00	96.80	42.75
PA #7, Purchase Excess 6" Perf. Metal Drain Pipe	120	Lin. Ft.	1.10	1.10	132.00	132.00
PA #7, Purchase Excess 6" Perf. Metal Bands	3	Each	1.10	1.10	3.30	3.30
Force Account					<u>13,666.15</u>	<u>16,533.11</u>
					\$425,441.43	\$613,151.11

- 1 Hired Sheppard & Sons to do all or part.
- 2 Hired Tom Lillebo to do all or part.
- 3 Subcontracted to J. C. Compton Co. all or part.
- 4 Subcontracted to Geo. Humbert

	Total Cost	Gross Revenue	Net Profit	% Profit of Gross Revenue
Coos Bay Dredging Co.	\$339,094.30	\$511,934.38	\$172,840.08	33.7%
J. C. Compton Co.	<u>86,347.13</u>	<u>101,216.73</u>	<u>14,869.60</u>	14.6%
	\$425,441.43	\$613,151.11	\$187,709.68	30.6%

Detail of Cost
Coos Bay Dredging Co.

Labor:

Labor	\$83,816.43	
Labor Insurance	<u>4,688.08</u>	\$ 88,504.51

Materials:

12" Concrete Pipe	36 Lin. Ft. at \$0.48	\$ 17.28	
18" " "	1,011 " " "	1.41	1,417.05
36" " "	72 " " "	5.60	403.20
42" Ext. Str. Asb. Bonded			
Corr. Metal Pipe	150 " " "	15.05	2,257.50
42" Corr. Metal Bands	6 Each " "	15.05	90.30
6" Perf. Metal Drain Pipe,			
Coated	9,605 Lin. Ft. "	1.10	10,565.50
6" Corr. Metal Bands	445 Each "	1.10	489.50
3/8"-0 Backfill Aggregate	1,044 Cu. Yd. "	2.60	2,714.40
2 1/2"-0 Aggregate	12,760 " " "	1.85	23,606.00
3/4"-0 Aggregate	4,596 " " "	1.85	8,502.60
Metal Guard Rail	1,233 Lin. Ft. "	1.41	1,849.50
Drill Steel & Bits			231.54
Wire	3 Rolls " "	13.50	40.50
Lumber			19.48
Cement	6 Sacks " "	1.60	9.60
Nails & Staples			1.84
Line Posts	34 Each " "	0.35	15.40
Corner Posts	4 " " "	0.50	2.00
Metal Lath	6 Sheets " "	1.25	<u>7.50</u>
			52,240.69

Equipment Rentals and Miscellaneous Expense:

Equipment Rental (Own)	\$83,737.10	
" " (Hired)	11,042.40	
Gas, Oil & Grease	9,865.55	
P.L. & P.D. Insurance	348.56	
Freight	1,370.11	
Bond	3,718.03	
Small Tools	616.59	
Explosives	1,114.68	
P.U.C. Fees	63.07	
Home Office & General Overhead	<u>17,042.42</u>	128,954.51

Paid to:

Compton for Extra Work	\$ 4,929.97	
Shepherd & Son for Work	20,949.95	
Humbert for Work	40,140.00	
Tom Lillebo for Work	<u>3,374.67</u>	<u>69,394.59</u>
		\$339,094.30

Detail of Cost
J. C. Compton Co.

Labor:

Labor	\$20,065.61	
Labor Insurance and Health & Welfare	<u>2,006.56</u>	\$22,072.17

Materials:

2 1/2"-0 Aggregate	30 Cu. Yd.	at \$1.85	\$ 55.50	
3/4"-0 Aggregate Binder	612 "	" " 1.85	1,132.20	
Asph. Concrete Aggregate	5,628.24 "	" " 2.10	11,819.30	
Shoulder Aggregate	910.5 "	" " 1.85	1,684.42	
Seal Aggregate	285 "	" " 1.85	527.25	
3/4"-0 Base & Shldr. Agg.	254.5 "	" " 2.10	534.45	
3/4"-0 " " " "	4,245.5 "	" " 1.85	7,854.17	
RC-3 Asphalt	77.74 Ton	" 25.75	2,001.81	
Freight	77.74 "	" 8.06	626.80	
150-200 Asphalt	108.12 "	" 22.50	2,432.70	
Freight	108.12 "	" 8.40	908.21	
85-100 Asphalt	467.04 "	" 22.50	10,508.40	
Freight	467.04 "	" 7.98	3,725.58	
Heating Oil	323.22 Bbl.	" 3.08	994.80	
RS-1 Emulsion	.57 Ton	" 49.20	<u>28.04</u>	
				44,833.63

Equipment Rentals and Miscellaneous Expense:

Equipment (Own)	\$ 8,440.78	
" (Hired)	2,119.85	
Gas, Oil & Grease	2,035.97	
Bond	2,026.60	
Small Tools	308.67	
P.L. & P.D. Insurance	246.46	
Home Office and General Overhead	<u>4,263.00</u>	
		<u>19,441.33</u>

Total Cost \$86,347.13

Detail of Paving Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	8,212.885	Ton	\$ 2,488.69	\$0.303
Feed Plant	"	"	1,197.49	0.146
Mix Asphalt	"	"	11,773.39	1.433
Aggregate in Mix	"	"	11,819.30	1.439
85-100 Asphalt (Incl. Freight)	"	"	14,233.98	1.733
Haul Rejects	"	"	151.31	0.018
Haul to Street	"	"	6,538.32	0.796
Street Work	"	"	5,498.05	0.669
Flagging	"	"	<u>1,143.56</u>	<u>0.139</u>
Totals	8,212.885	Ton	\$54,844.09	\$6.676

Total Plant Time	64.0 Hours
Down Time	<u>12.5</u> "
Operating Time	51.5 Hours

$$\text{Average Tons Produced per Operating Hour} = \frac{8,212.885}{51.5} = 160.4 \text{ Tons}$$

Detail of Paving Cost

	Quantity	Unit	Total Cost	Unit Cost
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Feed Plant	"	"	1,197.49	0.146
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Haul to Street	"	"	6,538.32	0.796
Street Work	"	"	5,498.05	0.669
Flagging	"	"	<u>1,143.56</u>	<u>0.139</u>
Totals	8,212.885	Ton	\$54,844.09	\$6.676

Total Plant Time 64.0 Hours

Down Time 12.5 "

Operating Time 51.5 Hours

$$\text{Average Tons Produced per Operating Hour} = \frac{8,212.885}{51.5} = 160.4 \text{ Tons}$$

Remarks:

This was a regular "Federal Aid Project" changed to a "State Project" by the Oregon State Highway Commission when all the bids received from the contractors were 12.6% or more over the engineer's estimate, located on the Oregon Coast Highway.

The north end of the project was approximately 2.2 miles north of the town of Gardiner. The south end of the project was approximately at the north limits of Gardiner. The overall length was 2.17 miles.

The work to be done under this contract consisted of the construction of 2.17 miles of highway roadbed, rock base and shoulders, asphaltic concrete pavement, oil mat wearing surface, Type O-11 modified on the shoulders, the extension of one reinforced concrete box culvert and such additional and incidental work as called for in the specifications and plans.

The project was bid and awarded to the Coos Bay Dredging Co. on April 8th, 1953. Work began on the project on May 18th, 1953 and the project was completed on August 20th, 1955.

The clearing was subcontracted to Geo. Humbert who began clearing and logging off the timber on May 18th, 1953. This operation was completed except for the burning of a few stumps during the week ending May 1st, 1954.

The principal contractor began assembling his grading equipment, consisting of four D-8 Caterpillar tractors, one TD-24 International tractor, two scrapers, two Tournapull scrapers, one $1\frac{1}{2}$ cu. yd. shovel, two Hough loaders, one 105 compressor and such other equipment required for doing the job, on June 29th, 1953 and began grading on July 6th, 1953. Work on grading continued until the week ending October 24th, 1953, at which time he shut down the operation for the winter except for maintaining the detour road. This work was again started during the third week of March 1954 and was completed August 20th, 1954.

The principal contractor bid the general excavation anticipating that he would encounter a large percent of material that would have to be drilled and shot. This anticipation did not come true. He was able to move practically all of the material, ripping that which was too hard to pick up without assistance, by using Tournapull scrapers and D-8 cats with scrapers. This resulted in an excellent profit on this item.

The contractor began placing $2\frac{1}{2}$ "-0 material in base during the first week of August, the material being hauled to the project with hired trucks and processed on the road by using an old 112 Caterpillar grader, #12 Caterpillar grader and a 10-ton, 3-leg roller. He completed this work during the week of October 9th, 1954.

He began hauling $3\frac{1}{4}$ "-0 material for the base on September 20th, 1954, using hired trucks for hauling and processing the work with a #12 Caterpillar grader and a 10-ton, 3-leg roller. The contractor placed a portion of this material throughout the project, completing this during the week ending October 16th, 1954, at which time the State took over the maintenance on the project for the winter.

On May 11th, 1955 subcontractor J. C. Compton Co. on paving moved in and began digging out soft spots in the grade and backfilling them with $2\frac{1}{2}$ "-0

Remarks (Cont'd):

aggregate. As soon as this work was completed he placed the balance of the 3/4"-0 aggregate on the grade. He then placed the binder course, completing this work on May 23rd, 1955.

While working on the base he moved in and set up his 4,000-lb. batch mixing plant. He began moving on the project on June 9th, 1955 and completed the paving of the base course on June 15th, 1955. He immediately started paving the wearing surface and completed this work on June 24th, 1955.

The equipment used in the paving consisted of 12 trucks, 2 Barber-Greene pavers, one 3-leg roller, one 2-wheel tandem roller and one 3-wheel tandem roller and a 7-man paving crew. On August 6th, 1955 Compton moved his oiling crew in and began preparing the shoulders for aggregate and oiling. He began shooting oil on Wednesday, August 10th, 1955, and completed both the shoulder oil and seal oiling on Saturday, August 13th, 1955. He completed the placing of the sealing aggregate on Monday, August 15th, 1955.

He spent the balance of the week cleaning up and doing all additional work necessary to complete the project.

The project was completed on August 20th, 1955.

The principal contractor, Coos Bay Dredging Co., having good equipment, good supervision, a good plan of operation and very high bid prices, made a high percent of profit.

The subcontractor on paving, J. C. Compton Co., having excellent equipment, good supervision and good bid prices, and obtaining a high production, made a good profit.

Ray Asburry
Chief Cost Analyst

By . . F. W. Sugnet

10-1073

RECEIVED
DEC 17 1955

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 15, 1955

T. J. 105

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3931

23-Final

Coca Bay Dredging Co., Inc.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

24961

R-138372

\$ 17,982.97

12/15/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1954

Time Extensions: to Aug. 31, 1955 without penalty

Completion Date: Aug. 20, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-15-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 16 1955

Ruth Rawling

J. J. C. C. C.

J. J. C. C. C.

RECEIVED
DEC 6 - 1955

FOR FILING

December 5, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 3931 for work performed on the South Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County was completed by the contractor, Coos Bay Dredging Co., Inc., on August 20 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of \$17,982.97 will be released to the contractor on or after December 15, 1955. The total contract amount is \$613,151.11, of which amount \$16,533.11 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

gl

RECEIVED
OCT 12 1955

FOR FILING

October 12, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Coos Bay Dredging Co., Inc. in connection with contract No. 3931, covering the South Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County. This payment, in the amount of \$23,694.21, will be released to the contractor on or after October 22, 1955. The retained percentage is \$18,407.26.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

21

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

JP

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 27, 1955

Section South Unit, Elbow Lake-Gardiner Kind of work Grading and Paving
 Highway Oregon Coast Section prefix 10-1073
 Contractor Coos Bay Dredging Co. Inc. Contract number 3931
 Date of contract May 14, 1953 Date of completion August 31, 1954
 Date work started May 18, 1953 Estimated date of completion August 20, 1955
 Project authorization \$ 672,330.38
 Exclusive of Engineering \$ 624,528.58
 Per cent of time elapsed 180 %
 Estimated cost of completed project, exclusive of engineering \$ 634,383.87
 Per cent of contract completed, based on total contract price 100 %
 Engineering authorization \$ 47,810.80
 Engineering cost to date \$ 42,820.00, 89 % Date project was completed Aug 20, 1955

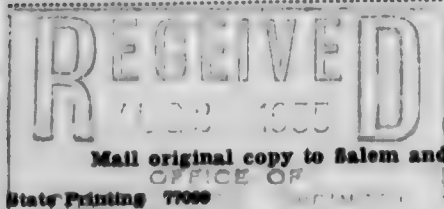
General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Nothing has been done on this project during this week. Price
 Agreement form was submitted covering the purchase of 6" perforated
 drain pipe and connecting bands for same that were taken from this
 job for use of State forces.
 The State striping crew should be down next week to stripe this
 job according to latest information regarding same received in
 this office.
 Contractor told to remove two sheep foot rollers, one steel box,
 and a framework that was used for a tank that were left on project.
 Field crew completed spotting of centerline for striping crew on
 this project the first part of this week.
 This will be the last report submitted on this project as the con-
 struction has been completed and final quantities are being compiled.

NOTED
OSCAR CUTLER

	Sta. to	Sta.	Plan	Cross Section
EXCAVATION	445+35	660+51.8	376,811 CY	361,096
EMBANKMENT	445+35	660+51.8	321,470 CY	340,097

NOTED
M. G. SMITH



NOTED
W. T. WRIGHT

Signed P. J. Burnett Res. Engr.

Address Box 122, Reedsport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain duplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	NO CHANGE IN QUANTITIES SINCE LAST REPORT				
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR ALL WEEK		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

NOTED
JAN 1 1947

RECEIVED
FEB 7 1955
FOR FILING

10-73
2121

February 7, 1955

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Coos Bay Dredging Co., Inc. a portion of the funds heretofore retained by the Commission on contract No. 3931, covering the South Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County.

This payment in the amount of \$14,828.38 reduces the retained percentage to 5% of the total amount earned by the contractor, or the sum of \$29,656.75. The present payment will be released on or after February 17, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

RECEIVED
FEB 1 1955
FOR FILING

10-1073
3721

January 31, 1955

Goos Bay Dredging Co.
P. O. Box 217
Goos Bay, Oregon

Attention: Dorothy Buckingham

Gentlemen:

Reference is made to your letter of January 25, 1955, requesting release of retained percentage on Contract No. 3931, South Unit, Elbow Lake-Gardiner Section in Douglas County.

A voucher in the amount of \$14,828.38 is being prepared and will be sent to you for signature within the next few days.

According to our policy, we cannot release more than 5% of the contract amount at this time. 5% of the contract amount, or \$593,135.00, is \$29,656.75, which we must retain. The present retained amount of \$44,485.13 less \$29,656.75 is \$14,828.38, the amount released at this time.

Very truly yours,

R. H. Baldoak
State Highway Engineer

By

H. B. Glaisyer
Secretary
OREGON STATE HIGHWAY

cc: Carl Smith
DBP:bb

ESTABLISHED 1902
JACK MCLEOD, PRESIDENT

READYMIX CONCRETE

S BAY DREDGING CO.

ROAD GRAVEL



CEMENT

CONCRETE SAND

MASON SAND

TELEPHONE: CONGRESS 7-2192

COOS BAY, OREGON

Jan. 25, 1955.

Secretary,
Highway Commission,

NOTED
W. C. WILLIAMS

Regarding the \$44,485.13 retainage that the State
on Contract #3931, Gardiner-Elbow Lake Project.

As has been completed and accepted with only the
which is sub-contracted to the J. C. Compton
Company, we feel this retainage should be released as the road
was in shape and the contract was incompleated due to the State's
request as they preferred the Compton Company to complete other
projects.

You can readily see that our Company is having money retained
which actually should be released under the circumstances.
Also we had two other sub-contractors on this contract who wish
their retainage fees, and we believe them entitled to same.

We would appreciate your checking into the above and verify the
facts stated, refer to the proper Department, and see what can
be done for us.

Thanking you kindly, we remain

Yours very truly,

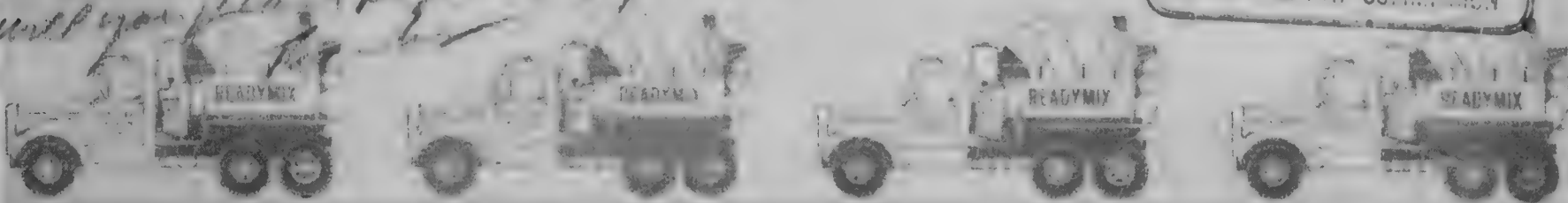
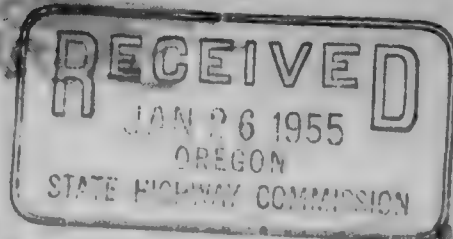
COOS BAY DREDGING CO.

BY *Dorothy Buckingham*

ANSWERED
H. B. GLAISYER

DMB/hr

RECEIVED
BY SECRETARY



ESTABLISHED 1902
JACK MCLEOD, PRESIDENT

READYMIX CONCRETE

S BAY DREDGING CO.

ROAD GRAVEL



CEMENT

CONCRETE SAND

MASON SAND

TELEPHONE: CONGRESS 7-2192

COOS BAY, OREGON

Jan. 25, 1955.

Secretary,
Highway Commission,

NOTED
W. C. WILLIAMS

Regarding the \$44,485.13 retainage that the State
Contract #3931, Gardiner-Elbow Lake Project.

When the project has been completed and accepted with only the
paving remaining which is sub-contracted to the J. C. Compton
Company, we feel this retainage should be released as the road
was in shape and the contract was incompleted due to the State's
request as they preferred the Compton Company to complete other
projects.

You can readily see that our Company is having money retained
which actually should be released under the circumstances.
Also we had two other sub-contractors on this contract who wish
their retainage fees, and we believe them entitled to same.

We would appreciate your checking into the above and verify the
facts stated, refer to the proper Department, and see what can
be done for us.

Thanking you kindly, we remain

Yours very truly,

COOS BAY DREDGING CO.

BY Dorothy Buckingham

ANSWERED
H. B. GLAISYER

DMB/hr

RECEIVED
BY SECRETARY



GENERAL CONTRACTORS

ESTABLISHED 1902
JACK MCLEOD, PRESIDENT

READYMIX CONCRETE

COOS BAY DREDGING CO.

CRUSHED ROCK • GRAVEL • CRUSHED ROAD GRAVEL

CEMENT

CONCRETE SAND

MASON SAND

Post Office Box 217



TELEPHONE: CONGRESS 7-2192

COOS BAY, OREGON

Jan. 25, 1955.

H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
W. C. WILLIAMS

Gentlemen:

We are writing regarding the \$44,485.13 retainage that the State is withholding on Contract #3931, Gardiner-Elbow Lake Project.

As our portion has been completed and accepted with only the paving remaining which is sub-contracted to the J. C. Compton Company, we feel this retainage should be released as the road was in shape and the contract was incompleated due to the State's request as they preferred the Compton Company to complete other projects.

You can readily see that our Company is having money retained which actually should be released under the circumstances. Also we had two other sub-contractors on this contract who wish their retainage fees, and we believe them entitled to same.

We would appreciate your checking into the above and verify the facts stated, refer to the proper Department, and see what can be done for us.

Thanking you kindly, we remain

Yours very truly,

COOS BAY DREDGING CO.

BY *Dorothy Buckingham*

ANSWERED
H. B. GLAISYER

DMB/hr

RECEIVED
BY SECRETARY



RECEIVED
NOV 15 1954
FOR FILING

November 9, 1954

Coos Bay Breeding Co., Inc.
Box 217
Coos Bay, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from August 31, 1954 to August 31, 1955, within which to complete your contract No. 3931, covering the South Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Lloyd Perry, Assistant Secretary

gl

cc: Tom Edwards,
Division Engineer

E. F. Burnett,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
OCT 25 1954
FOR FILING

10-1073

3111

October 22, 1954

Request for extension of time
No. 25
October 22 and 29 meeting

Project State Highway Construction

Re: 10-1073

Reference is made to the letter to the State Highway Department
for an extension of time on the State Highway, State Highway Section
tion, Contract No. 70-1, from August 31, 1954 to August 31, 1955.

Extremely wet weather during the entire construction inter-
rally delayed the contractor, and during the summer months he fre-
quently lost time due to the wet weather. He is working time each week.
He could not complete the project in time to complete the paving
this fall; also, it was deemed advisable to permit settlement on
this section throughout the winter months.

I recommend that the extension be granted without penalty.

Very truly yours,

J. C. Williams
Acting State Highway Engineer

cc:

cc Mr. H. G. Smith

EAP hi

RECEIVED
JUN 26 1953
FOR FILING.

218

file

-1073
2931

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1953

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Coos Bay Dredging Company, Inc., and George Humbert, covering the clearing on the Elbow Lake-Gardiner Section of the Oregon Coast Highway, is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

Encl.

cc W. C. Williams
C. G. Polk

RECEIVED
FOR FILING

10-175
2-1

June 16, 1953

Coos Bay Dredging Co., Inc.
Box 217
Coos Bay, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3931 awarded to you by the State Highway Commission, for grading and paving on the South Unit of the Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED

FOR FILING

10-1073

OREGON DISTRICT

29-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 18, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This letter will confirm our previous notification via telephone that the withdrawal from the Federal-aid Primary Highway Program of Item 48, Project BF-140(8) South Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway was approved April 30, 1953 by Acting Commissioner H. E. Hiltz.

This action was requested in your April 13, 1953 letter.

Very truly yours,

C. G. POLK
District Engineer

By

R. E. McMullen

R. E. McMULLEN
Program & Planning Engineer

RECEIVED
MAY 19 1953

OREGON
STATE HIGHWAY COMMISSION

*Copy sent to
Mr. Prater*

RECEIVED
FOR FILING

1-1472
3/31
April 13, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to Item No. 48, Project BP-140 (8), South Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County.

Bids for this project were received on April 8. The low bid received was \$593,135, which is approximately 14 per cent above the engineer's estimate. A study of the Engineer's estimate indicated that an error had been made in estimating the item for general excavation. As all of the bids were substantially over the estimate and due to the number of bids received it was not believed that a lower bid would result in future bids.

The Highway Commission desires to award the contract on the basis of this bid and without awaiting concurrence in the award by the Bureau of Public Roads. It, therefore, requests withdrawal of the project from the Federal-aid Program.

Very truly yours,

R. M. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

P. S. and E. documents for Oregon Project BF-140(8), South Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway, have today been recommended for approval subject to such changes as may be required by our Division Office and subject to the condition that the private road connection at Sta. 474+39 be constructed as non-participating work.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer



ER

RECEIVED
MAY 14 1953
FOR FILING

12-1-1

AGENDA
JUN 2 5 1953

32-4

May 14, 1953

Coos Bay Dredging Company
Box 217
Coos Bay, Oregon

Gentlemen:

Pursuant to my telephone call of this date to Mr. Bob Ellis, we are today awarding you contract on the south unit of the Elbow Lake-Gardiner Section, with the proviso that you will refrain from entering upon any property of the Gardiner Lumber Company until you are advised that this right of way has been acquired. Approximate limits of the Gardiner Lumber Company's property are from Station 485 to 531.

It is expected that the right of way on this property will be acquired within about a three-week period.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:me

ER

RECEIVED
FOR FILING

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 14, 1953

Coos Bay Dredging Company
Coos Bay, Oregon

Gentlemen:

cc: Confirmation
C. W. Head
Auditor (500 1 900)
Files
W. C. Williams ✓

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading and paving on the Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County for which you submitted low bid on April 8, 1953. This is awarded with proviso that you refrain from entering upon Gardiner Lumber Company property between Stations 485 and 531 until advised by the Engineer that this right of way is clear. Contract forms will be mailed you shortly for execution.

Floyd Query, Acting Secretary
OREGON STATE HIGHWAY COMM.

*copy made for H. Ed Smith
Tom Edwards*

RECEIVED
FORM 5-1237 37,950 2-52

FOR FILING
COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER, 10-1072
SECRETARY



OREGON
STATE HIGHWAY DEPARTMENT

SALEM

April 20, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

NOTED
W. C. WILLIAMS

3121-
Gardiner Lumber Co.
Gardiner, Oregon

9152
Gardiner Section
Oregon Coast Highway

Gentlemen:

Under date of April 2, 1942, the State Highway Commission secured certain right of way for a revised location of the Oregon Coast Highway in the Southeast quarter of Section 15 and in the Northeast quarter of Section 22, Township 21 South, Range 12 West, W.M., Douglas County, which is located northerly from Gardiner, from E. W. McMindes and Laura L. McMindes, husband and wife.

Although not expressed in the deed, one of the conditions of the option was that the State Highway Commission upon completion of the new highway should abandon that portion of the old highway lying between Garden Street and the point where the old highway intersects the revised location, the northerly point of which would be opposite revised Station 682+50.

It since has developed that a portion of the abandonment would affect access to the Gardiner Cemetery and it is our understanding that Gardiner Lumber Co., as the successor to the title of the abutting property, is willing to waive the abandonment on that portion of the present highway which lies southerly from the northerly boundary of the Gardiner Cemetery property extended West, which point is opposite relocated Highway Engineer's Station 669+50.

In order that the record may be clear and that the State Highway Commission shall abandon only that portion of the old highway which lies northerly from the North boundary of the Gardiner Cemetery property extended West, it is requested that you verify this understanding by written communication that you waive the abandonment of the section extending southerly from the northerly boundary of the Gardiner Cemetery property extended westerly.

Gardiner Lumber Co.
April 20, 1953
Page 2

Your cooperation in this matter is very much appreciated.

Very truly yours,

C. W. ENFIELD

By

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams ✓
Mr. H. G. Smith
Att: Forrest Cooper

RECEIVED
APR 11 1953
FOR FILING

11-1-1-1
17-1

April 10, 1953

Coos Bay Dredging Company
Box 217
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on April 8, 1953 accepted your bid in the amount of \$593,135.00 for grading and paving of the South Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl
cc

H. G. Smith
S. H. Probert
W. M. Franzwa SLAC

3932

S-227(4)

Mill Creek Bridge

1953

OREGON STATE HIGHWAY DEPARTMENT
(date)

June 2, 1954

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3932

6-final

C. J. Eldon

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

10558

R-95405

\$ 2,225.47

6/1/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Accounting Division
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1953

Time Extensions: to Dec. 31, 1953 without penalty

Completion Date: Dec. 22, 1953

Date Accepted: Jan. 21, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-2-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By
Assistant Secretary

Warrant Mailed: JUN 3 1954

NOTED ON CARD

6-3-54

Federal Aid Secondary

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

1170
State OregonProject No. 8-229(4)

MEMORANDUM OF AGREEMENT made this 2nd day of April, 19 54,
by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public
Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the
act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary
thereto:

Whereas the Highway Department of said State submitted on the 20th day
of January, 19 53, a program, which was approved on
the 10th day of February, 19 53, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the admin-
istration of the act, has furnished surveys, plans, specifications, and/or estimates for said project
which were recommended for approval by the District Engineer of the Bureau of Public Roads on
the 1st day of May, 19 53; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans,
specifications, and/or estimates, and the sum of forty-seven thousand and 00/100

dollars (\$ 47,000.00) as the share of the United States payable under said act on account of said
project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost
thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully per-
formed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby
mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920;
(Include date and citation of
Chapter 529, Laws 1939.

act of legislature by which authorized)

(b) From other sources _____

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey stations 586+10 and 587+30 in the NE 1/4, Section 2,

T. 14 S., R. 8 W., W.M., and between survey stations 1151+91 and 1153+41 in

the SW 1/4, Section 1, T. 14 S., R. 9 W., W.M., both without exceptions,

_____ , length 0.051 miles, in Benton and Lincoln Counties,
 being Oregon Federal Aid / Secondary project No. S-229(h), consisting of 0.000 miles of
 roadway and two bridges, each of more than 20 feet clear span, 0.051 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____
forty-seven thousand and 00/100
 dollars (\$ **47,000.00**), which does not exceed the authorized Federal pro rata share of _____
seventy-seven thousand, two hundred sixty-two and 90/100
 dollars (\$ **77,262.90**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____
the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said
Oregon
 State to receive public funds of the State of _____ (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____
 (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

Attest

[Signature]
SECRETARY

RECOMMENDED FOR APPROVAL

[Signature]
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By *[Signature]*

Member, State Highway Commission
(Title of officer)

By *[Signature]*

Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By *[Signature]*

Acting Division Engineer,
Bureau of Public Roads.



Oregon State Highway Department

Federal Aid Secondary
Project No. 3-229 (4)

FALL CREEK AND MILL CREEK BRIDGES
ON THE ALSEA HIGHWAY IN LINCOLN AND HINTON COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 16, 1953

Type Code 1021
Mill Creek Bridge (Sta. 586+10 to 587+30) (Contract No. 3932)

160 cu. yds.	Structural Excavation	\$ 15.00	\$ 2,400.00
10 cu. yds.	Excavation below Elevation Shown	20.00	200.00
210 cu. yds.	Class "A" Concrete	67.00	14,070.00
55,000 lbs.	Metal Reinforcement	0.115	6,325.00
All Required	Provision for Traffic and Remove Old Bridge		<u>5,500.00</u>
			\$28,495.00

Type Code 1021
Fall Creek Bridge (Sta. 1151+71 to Sta. 1153+41)

All Required	Provide for Traffic and Remove Old Bridge	\$ 7.00	\$ 5,000.00
780 cu. yds.	Structural Excavation	15.00	5,160.00
10 cu. yds.	Excavation Below Elevation Shown	7.00	150.00
190 lin. ft.	Furnish Piling	70.00	1,330.00
3 only	Drive Piles	70.00	560.00
294 cu. yds.	Class "A" Concrete	70.00	20,580.00
65,000 lbs.	Metal Reinforcement	0.115	7,475.00
66 lin. ft.	6-inch Metal Drain Pipe	3.00	<u>198.00</u>
			\$40,753.00

Subtotal	\$69,248.00
10% Engr. & Cont.	<u>6,924.80</u>
Total	\$76,172.80

Length of Structures 0.051 mile

Federal Funds	-----	\$47,000.00
State Funds	-----	<u>29,172.80</u>
		\$76,172.80

Oregon State Highway Department

Federal Aid Secondary
Project No. S-229 (4)

FALL CREEK AND MILL CREEK BRIDGES ON THE
ALSEA HIGHWAY IN LINCOLN AND MENTON COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1953

Type Code X021

Mill Creek Bridge (Sta. 586+10 to 587+30) (Contract No. 3932)

160 cu. yds.	Structural Excavation	\$ 15.00	\$ 2,400.00
10 cu. yds.	Excavation Below Elevation Shown	20.00	200.00
210 cu. yds.	Class "A" Concrete	67.00	14,070.00
55,000 lbs.	Metal Reinforcement	0.115	6,325.00
All Required	Provision for Traffic and Remove Old Bridge		<u>5,500.00</u>
			\$28,495.00

Type Code X021

Fall Creek Bridge (Sta. 1151+91 to Sta. 1153+41) (Contract No. 4002)

All Required	Provide for Traffic and Remove Old Bridge	\$	\$ 8,000.00
780 cu. yds.	Structural Excavation	\$ 5.00	3,900.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
190 lin. ft.	Furnish Piling	5.00	950.00
8 only	Drive Piles	100.00	800.00
294 cu. yds.	Class "A" Concrete	70.00	20,580.00
65,000 lbs.	Metal Reinforcement	0.11	7,150.00
66 lin. ft.	6-inch Metal Drain Pipe	4.00	<u>264.00</u>
			\$41,744.00

Subtotal	\$70,239.00
10% Engr. & Cont.	<u>7,023.90</u>
Total	\$77,262.90

Length of Structures 0.051 mile

Federal Funds-	-----	\$47,000.00
State Funds-	-----	<u>30,262.90</u>
		\$77,262.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. 5-229 (4)

FALL CREEK AND MILL CREEK BRIDGES ON THE
ALSEA HIGHWAY IN LINCOLN AND BENTON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 30, 1953

Type Code X021

Mill Creek Bridge (Sta. 586+10 to Sta. 587+30)

160 cu. yds.	Structural Excavation	210.00	\$ 1,600.00
10 cu. yds.	Excavation Below Elevations Shown	15.00	150.00
210 cu. yds.	Class "A" Concrete	74.00	15,540.00
55,000 lbs.	Metal Reinforcement	0.12	6,600.00
All Required	Provision for Traffic and Remove Old Bridge		<u>2,000.00</u>
	Subtotal		\$25,890.00
	10% Engr. & Cont.		<u>2,589.00</u>
	Total		\$28,479.00

Length of Structure 0.023 Mile

Federal Funds-	-----	\$17,000.00
State Funds-	-----	<u>11,479.00</u>
		\$28,479.00

Oregon State Highway Department

Federal Aid Secondary
Project No. 3-229 (4)

FALL CREEK AND MILL CREEK BRIDGES ON THE
ALSEA HIGHWAY IN LINCOLN AND BENTON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salon, Oregon, April 30, 1953

Type Code X021

Mill Creek Bridge (Sta. 536+10 to Sta. 587+30)

160 cu. yds.	Structural Excavation	\$10.00	\$ 1,600.00
10 cu. yds.	Excavation Below Elevations Shown	15.00	150.00
210 cu. yds.	Class "A" Concrete	74.00	15,540.00
55,000 lbs.	Metal Reinforcement	0.12	6,600.00
All Required	Provision for Traffic and Remove Old Bridge		<u>2,000.00</u>

Subtotal	\$25,890.00
10% Engr. & Cont.	<u>2,589.00</u>

Total	\$28,479.00
-------	-------------

Length of Structure 0.023 Mile

Federal Funds-----	\$17,000.00
State Funds-----	<u>11,479.00</u>
	\$28,479.00

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 22, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents on Oregon Project S-229(4), Fall Creek Bridge on the Alsea Highway, subject to such changes as may be required after completion of review of plans.

This is to authorize your advertising for bids.

Very truly yours,


C. G. Polk
District Engineer



RECEIVED
FOR FILING

3-29-54 (1)
3932

March 29, 1954

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Wash.

Gentlemen:

State Highway Contract No. 3932 for work performed on the Will Creek Bridge on the Elsie Highway in Benton County was completed by the contractor, C. J. Alden, on December 22, 1953 and was formally accepted by the Commission on January 21, 1954.

Final payment in the amount of \$2,225.47 will be released to the contractor on or after April 8, 1954. The total contract amount is \$35,241.05 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

FILED ON CARD

3-29-54

RECEIVED
JAN 5 - 1954
FOR FILING

3932

February 4, 1954

Mr. J. J. Eldon
3101 S. Columbia Blvd.
Portland, Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 21, 1954 has under discussion your request for an extension of time from November 30 to and including December 31, 1953 within which to complete your contract No. 3932, covering construction of Mill Creek Bridge on the Alsea Highway in Benton County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

cc:

Mr. J. J. Eldon,
Division Engineer

Mr. E. Kennon,
Resident Engineer

Mr. E. Saxson,
Assistant State Highway Engineer

RECEIVED
JAN 12 1954
FOR FILING

1-237(4)
3/12

January 4, 1954

Arkansas State Highway Commission

Request for extension of time
No. 11
January 21 and 22 meeting.

Gentlemen:

Re: Mill Creek Bridge
Contract No. 3932

C. J. Eldon, contractor for the Mill Creek Bridge on the State Highway in Benton County, has requested an extension of time, from November 30, 1953 to and including December 31, 1953, in which to complete the work on this contract.

The recent heavy rains delayed the placing of the approach embankments. The bridge was opened to traffic on December 10, and all work was completed on December 20, 1953.

It is recommended that the extension be granted without penalty to the contractor. Attached hereto is a copy of the concurrence of the Bureau of Public Roads in this time extension.

Very truly yours,

A. H. Baldock
State Highway Engineer

Encl.

PMB:ga

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 2, 1954

Section Mill Creek Bridge Kind of work Bridge Approaches
 Highway Alsea Section prefix 2-102
 Contractor C. J. Eldon Contract number 393
 Date of contract May 18, 1953 Date of completion November 30, 1950
 Date work started June 29, 1953 Estimated date of completion December 22, 1953
 Amount of contract \$ 35,520.00 Per cent of time elapsed 100 %
 Estimated cost of completed project, exclusive of engineering \$
 Per cent of contract completed, based on total contract price %
 Engineering cost to date \$ 1,336.00, 47 % Date project was completed 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work complete.

Friday is Legal Holiday

NOTED
 B. A. MARTIN

NOTED
 FORREST COOPER

RECEIVED
 JAN 4 1953
 OFFICE OF

Signed

David H. Moehring

Address

box 110 Corvallis, Oregon

Mail original copy to CONTRACT and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2,800 CuYd	1,160 CuYd			
Miles partially completed					
Miles completed	2,800 CuYd	1,160 CuYd			
Total estimated quantities	2,800 CuYd	1,160 CuYd			
Estimated quantities moved or placed to date	All	All			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day 0					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
					OTHER SOURCES		
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Foggy		
Tuesday	Clear		
Wednesday	Foggy		
Thursday	Foggy		
Friday			
Saturday			

RECEIVED
JUN 22 1953
FOR FILING

5-229(4)

June 19, 1953

Mr. C. J. Eldon
3101 N. Columbia Blvd.
Portland, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 3932, which was awarded to you on May 18, 1953 by the State Highway Commission, for constructing Mill Creek Bridge on the Alsea Highway in Benton County.

An executed copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 21 1953
FOR FILING

S-117(4)

May 20, 1953

C. J. Eldon
P. O. Box 5686
Portland 3, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 awarded to you State Highway Contract No. 3932 for construction of a reinforced concrete bridge over Mill Creek on the Alsea Highway in Benton County. This award was based on your bid of \$35,520, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

al

encl.

cc: H. G. Smith
S. H. Probert
G. S. Panson
W. M. Franswa SIAC

REIVED

R FIL

May 18, 1953

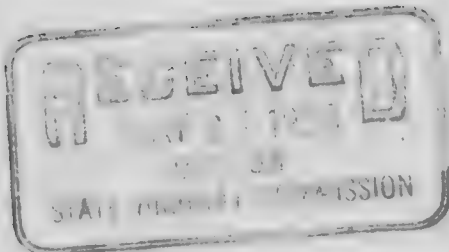
Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence, as of this date, in award of contract for Oregon Project S-229(h), Mill Creek Bridge on the Alsea Highway to C. J. Eldon of Portland, Oregon, low bidder in the amount of \$35,520.00 at the May 18, 1953 bid opening.

Very truly yours,

C. G. POLK
District Engineer



DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

RECEIVED
XERO FILING
S-229(4)
OREGON DISTRICT
3932

May 1, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldeck
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-229(4),
Mill Creek Bridge on the Alsea Highway have today been recom-
mended for approval subject to such changes as may be required
by the Division Engineer.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending
notification all rights of way or rights of entry have been
acquired.

Very truly yours,

C. G. Folk
C. G. FOLK
District Engineer

W. C.

333

0.1

1.0000

0.1

1.0000

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1.0000

0.1

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

Salem, Oregon

FAS 571

Clatsop County

Astoria, Oregon

Astoria County Court



Invoice No. 33651

Date May 18, 1954

Your Req. No.

Billing Request No.

Credit distribution:

CE 24

11-100-297

Final Billing for county share of total costs of the Miles Crossing-Johnson Road County FAS project, Clatsop County.
Covered by agreement dated May, 1953, which provides County will pay 100% of all costs in excess of \$99,000 and 50% of the difference between \$99,000 and the Federal funds collected for this project.

Initial Deposit	26,250.00	
Partial transfer	<u>21,250.00</u>	
Balance advance deposit		3,000.00

Total cost of Project	105,116.08
Federal Government Cooperation	<u>59,000.00</u>

105,116.08 - 99,000.00

50% of (99,000.00 - 59,000.00)

County Share

Credit for partial transfer

Balance due from County

Additional amount due

6,116.08

20,000.00

26,116.08

21,250.00

ACKNOWLEDGMENT OF BILLING REQUEST

100.00

Cash Received with Request: \$

By

May 18, 1954

Clatsop County Court
Court House
Astoria, Oregon

FAS 571

NOTED
NOTED
V. R. JONES

NOTED
Harold C. Ayers

Gentlemen:

Final costs on the Miles Crossing-Johnson Road County FAS project are now available and it has been determined that Clatsop County's agreed share of the total costs is \$26,416.08. As this is \$166.08 more than the \$26,250 deposited by the County, you will receive a bill from our accounting department for \$166.08 within the next week or ten days. This bill will be accompanied by an "Itemized Statement of Final Costs" as per the agreement between State and County.

If you have any questions on this matter, please advise this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

J. F. HAGEMANN

RECEIVED
MAY 10 1954
FOR FILING

*Mr. Lewis
please
call*

May 14th, 1954

Mr. George C. Bottoms, Manager
United States Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland, Oregon.

Dear Sir:

We are writing you in regard to a claim filed by Mr. Howard B. Johnson against our contract with the State of Oregon, Contract No. 3933, Paving Miles Crossing Johnson Road Section of the Youngs River Loop Road in Clatsop County.

This claim disregards our verbal agreement of \$ 2.50 per hour for the time actually in use less any repairs which leaves a total after repairs of \$ 28.77 due Mr. Johnson.

We mailed a check to Mr. Johnson which he returned. We do not feel this a just claim in any respect and we are so advising you.

NOTED
F. QUERY

Very truly yours,

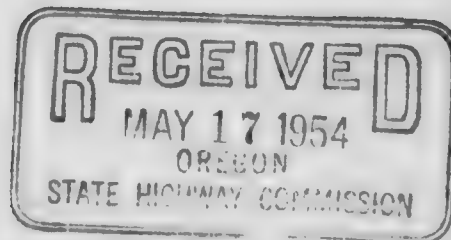
UNITED PAVING COMPANY

BY
C. H. Mills, Partner

chm/j

COPY

NOTED ON CARD



RECEIVED
MAY 10 1954
FOR FILING

May 10, 1954

Mr. George C. Bottoms, Manager
United States Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

Attached is a copy of a claim filed with the Secretary of State by Howard B. Johnson against United Paving Company on State Highway Contract No. 3933 for paving the Miles Crossing-Johnson Road Section of the Youngs River Loop Road in Clatsop County.

The claim is in the sum of \$300 for equipment rental furnished. We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FAQ:mm
Mr. Karl H. Doerre
201 Portland Trust Building
Portland, Oregon

United Paving Co.
P. O. Box 1017
Edmonds, Washington

NOTED ON CARD

5-10-54, jf

DEI

May 10, 1954

Hon. Earl T. Newbry
Secretary of State
CAPITOL

Attention: George C. Stephens

Dear Sir:

Thank you for your letter of May 7 to which was attached three copies of a claim filed with your office by Howard B. Johnson against United Paving Company on State Highway Contract No. 3933. The claim is in the sum of \$300, and bears your file No. 3452.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FAQ:mm

NOTED ON CARD

5-10-54 j



EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

MAY 7, 1954

Mr. E. A. Galsyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim
by Edward B. Johnson for \$500.00 for 15 rentals of Ford
Tractor and Loader at \$20.00 per day against the bond taken from
United Fidelity Company, Principal and the United States Fidelity
and Guaranty Company, surety for the rental of said equipment
in connection with work on the Miles-Crossing-Junction Road
Section of the Youngs River Loop Road in Clatsop County, Contract
No. 3933, our File No. 2452.

We are enclosing three copies of the claim for your information
and filed.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

BY

Geoff Stephens

Clerk
Records Division

EF:m
enc.



ED ON CARD

5-7-54

COPY

Astoria, Oregon
May 5, 1954

To The Secretary of State and the Oregon State Highway Commission:

NOTICE hereby is given that the undersigned, Howard B. Johnson has a claim for Three Hundred and no/100 (\$300.00) Dollars for 15 rentals of Ford Tractor and Loader at \$20.00 per day against the bond taken upon the Miles Crossing - Johnson Road Section of the Youngs River Loop Road in Clatsop County, contract No. 3933, which was awarded to United Paving Company and its bondsman, the United States Fidelity & Guaranty Company for the rental of said equipment in connection with said work.

HOWARD B. JOHNSON

ENDORSED
File No. 3452
Filed May 7, 1954
EARL T. NEWBRY, Secretary of State

5-7-54

RECEIVED
APR 8 1954
FOR FILING

Lewis R

5-14(1)
27-2

April 6, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. W. Talbot Sinclair, Manager

Gentlemen:

We have received a letter from Mr. Howard B. Johnson, Route 1, Box 647, Astoria, in which he states that the United Paving Company owes him \$320.00 for 16 days' rental of a tractor in August and September, 1953. It appears that the tractor was used on State Highway Contract No. 3933, awarded to United Paving Company, for paving the Miles Crossing-Johnson Road Section of the Youngs River Loop in Clatsop County.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - United Paving Company
P. O. Box 1017
Edmonds, Washington

NOTED ON CARD

4-6-54

RECEIVED
APR 8 1954
FOR FILING

S - 134 (1)
3/1/54

Lewis

April 6, 1954

Mr. Howard B. Johnson
Route 1, Box 647
Astoria, Oregon

Dear Mr. Johnson:

Your letter concerning unpaid rental of equipment loaned to United Paving Company has been referred to this office by Mr. J. D. Walker, Division Engineer.

It appears that the project to which you refer is the Miles Crossing-Johnson Road Section of the Youngs River Loop Road in Clatsop County which was awarded to United Paving Company as Contract No. 3933. This contract was completed October 15th and accepted by the Highway Commission on December 10, 1953, and final payment was mailed to the contractor on December 29, 1953. This contract is covered by a bond issued by the United States Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, which bond is given to assure completion of the project and payment of all bills incurred on it.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. To assist you in preparing this filing we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 2, 1954

SUBJECT:

To: Mr. H. B. Glaisyer,
Secretary,
Department.

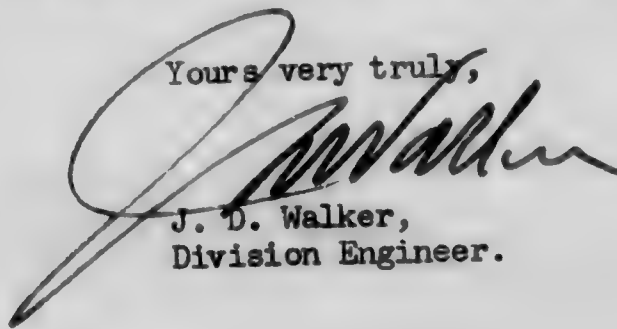
Dear Sir:

I have a letter and copy of a bill from H. B. Johnson, which I am attaching.

Mr. Johnson claims that some \$320.00 is due him from United Paving Company on the Miles Crossing-Johnson Road F.A.S. Contract No. 3933. This contract has been finalized and the contractor paid in full.

I have no knowledge as to the validity of the claim but request that you inform Mr. Johnson as to the usual procedure in such cases.

Yours very truly,



J. D. Walker,
Division Engineer.

JDW:AM

cc Mr. H. G. Smith
Mr. D. C. King

4-2-54

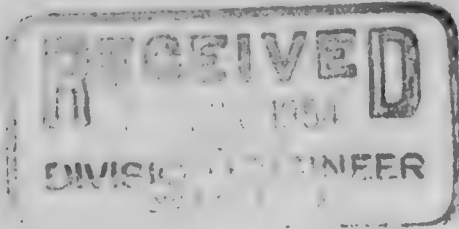
Rt 1 Box 641

Estancia, New Mexico

March 21, 1954

J. H. Tuller

Division Engineer
State Highway Dept
Albuquerque, New Mexico



TRACTOR)

NG CO.

(DATE)

12/24/53

above described
advised by you

ING DIVISION

Dear Sir:
I would like to know in your letter
concerning the rental of tractor and loader
to be used for paving. This equipment was
rented to the last project and returned to us
and we are now at second payment
although we have not received a bill
yet.

We are advised to send this to you in
hopes that you could help clear this
matter up.

Very truly yours,
Harold S. Johnson

Date: 12-29-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

[Signature]

12-21-53

Route 1 Box 647

Telephone _____

GRADE

JOHNSON'S DAIRY

MILK
and
CREAM

(CON

A

YOU CAN WHIP OUR CREAM . .
BUT YOU CAN'T BEAT OUR MILK

393

Astoria, Oregon,

(DATE)

(VOU

124/53

251

M. United Laving Co.

Mr.

J. J. Box 1017

The
cont
that

Edmonds Wash

described
by you

SION

	MILK			CREAM				AMOUNT	
	Gallons	Quarts	Pints	Quarts	Pints	1-2 Pints	1-4 Pints		
Spec									
Time	<i>16 days rental of tractor @ 20.00</i>							<i>320</i>	<i>-</i>
Com									
Date									
Pen									
Cla									
Rem									
							BALANCE ~~18~~		
							TOTAL		

Date: 12-29-53

To the Accounting Division:

Release of the above warrant is hereby authorized *WMS*

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
DEC 30 1953
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 28, 1953

5-134(1)
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3933

5-final

UNITED PAVING CO.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

25196

R-83132

\$ 2,989.21

12/24/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: Extended to Oct. 31, 1953 without penalty

Completion Date: Oct. 15, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-29-53

To the Accounting Division:

Release of the above warrant is hereby authorized

[Signature]
H. B. Glaisyer
Secretary

Warrant Mailed:
[Signature]

RECEIVED
DEC 7 - '53
FOR FILING

9-12461
2752

December 4, 1953

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

State Highway Contract No. 3933 for work performed on the Miles Crossing-Johnson Road Section of the Youngs River Loop Road in Clatsop County was completed by the contractor, United Paving Co., on October 15, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$2,989.21 will be released to the contractor after acceptance by the Commission. The total contract amount is \$99,640.45 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

12-4-53

RECEIVED
NOV 19 1953
FOR FILING

134(1)

November 17, 1953

United Paving Co.
P. O. Box 1017
Edmonds, Wash.

Gentlemen:

The State Highway Commission, at its meeting held on October 29, 1953, had under discussion your request for an extension of time from September 30 to October 31, 1953 within which to complete your contract No. 3933, for paving on the Miles Crossing-Johnson Road section of the Youngs River Loop Road in Clatsop County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

Dustin C. King,
Resident Engineer

H. G. Smith,
Construction Engineer

October 28, 1953

NOTED
Harold C. Ayers

Clatsop County Court
Court House
Astoria, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

This is to advise you that work on Contract No. 3933, the Miles Crossing-Johnson Road Section of the Youngs River Loop, FAS 571, in Clatsop County was completed on October 15, 1953.

Under the terms of the maintenance agreement signed by the County on May 7, 1953, and by the Highway Commission on May 19, 1953, the County now assumes maintenance of and continues jurisdiction over the above named project as of date of completion, October 15, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JDG:101

RECEIVED
OCT 26 1953
FOR FILING

October 27, 1953

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to the United Paving Co. on contract No. 3933, for paving on the Miles Crossing-Johnson Road Section of the Youngs River Loop Road in Clatsop County.

This payment, in the amount of \$6,433.89, will be released to the contractor on or after November 6, 1953. The retained percentage is \$2,989.21.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

10-27-53

FAS _____ County _____ Contract No. _____

Section _____

Location _____



1053

FA:

Se

Lo

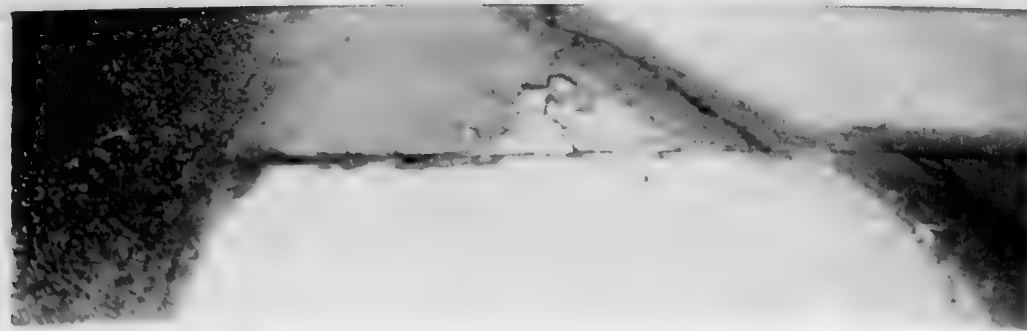
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1953

1-1-1953

FA

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1953

571

2, 8-134(1)

FA

Se

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—

RECEIVED
OCT 26 1953
FOR FILING

S-1041
2903

October 21, 1953

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed October 15, 1953 on contract No. 3933, Miles Crossing-Johnson Road Section, in Clatsop County, in connection with Federal Aid Project No. R-134 (1).

Very truly yours,

R. W. Baldock
State Highway Engineer

cc:

W. C. Williams
Assistant State Highway Engineer

DNP:ac

cc: John Cattrall

RECEIVED
OCT 21 1953
FOR FILING

October 20, 1953

Request for extension of time
No. 11
October 29 and 30 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the United Paving Company for an extension of time on the Miles Crossing-Johnson Road Section, Contract No. 3933, from September 30, 1953 to October 31, 1953.

This project is on a county road and, as work progressed, faulty drainage became apparent which had to be corrected by Clatsop County. Slowness in the installation of culverts delayed the paving on this contract.

Since the fault was not that of the contractor, I recommend that the extension be granted without penalty. Mr. C. E. Fox of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

A. H. Ballock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:js

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 17, 1953Section Miles Crossing to Johnson RoadHighway Youngs River Loop RoadContractor United Paving Co.Date of contract May 18, 1953Date work started July 20, 1953Amount of contract \$ 97,952.00Estimated cost of completed project, exclusive of engineering \$ 99,640.45Per cent of contract completed, based on total contract price 100 %Engineering cost to date \$ 4150.00, 55 %Kind of work PavingSection prefix 504-1066Contract number 3933Date of completion Sept 30, 1953Estimated date of completion October 15, 1953Per cent of time elapsed 100 %Date project was completed October 15, 1953

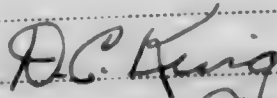
General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor worked four days this week hauling shoulder material and blading the shoulders. The contract was completed on Thursday.

The semi-final estimate has been completed and will be forwarded to Salem today.

NOTED
FORREST COOPER

Signed



Address

P. O. Box 543 Astoria, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.8				3.8
Miles partially completed					
Miles completed	3.8				3.8
Total estimated quantities					6869.555 tons
Estimated quantities moved or placed to date					6869.555 tons
Average daily quantities					0
Average daily quantities necessary to complete project on time					0
Number shifts per day					1
Hours per shift					8
Average force on project for week					6

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders 1, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	clear		
Wednesday	cloudy		
Thursday	clear		
Friday	cloudy		
Saturday			

State OregonFederal Aid Secondary Project No. 8-134(1)U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 19 53,by and between The Oregon State Highway Commission

; constituting

Oregon

for the purpose hereof, the Highway Department of the State of hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of April, 19 53, a program, which was approved on the 1st day of May, 19 53, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 1st day of May, 19 53; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-nine thousand and 00/100

dollars (\$ 59,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920;

act of legislature by which authorized)

(b) From other sources Cash deposited by Clatsop County with the
Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

Between survey station 0+10 in the NE 1/4, Section 30, T. 8 N., R. 9 W., W.M.,

and survey station 200+64 in the NW 1/4, Section 9, T. 7 N., R. 9 W., W.M.,

except stations 12+30 - 13+38 and 195+30 - 195+50.5,

_____, length 3.774 miles, in Clatsop County,
being Oregon Federal Aid / Secondary project No. 8-134(1), consisting of 3.774 miles of
roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~approximately~~ no length.

CHARACTER AND METHOD OF CONSTRUCTION

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____
fifty-nine thousand and 00/100

dollars (\$ **59,000.00**), which does not exceed the authorized Federal pro rata share of _____
one hundred three thousand, one hundred seven and 40/100

dollars (\$ **103,107.40**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said

State to receive public funds of the State of **Oregon** _____
 (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____
 (Include reference to statute authorizing

Chapter 529, Laws 1939.

_____ funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

RECOMMENDED FOR APPROVAL:

[Signature]
STATE HIGHWAY ENGINEER

Attest
[Signature]
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chairman, State Highway Commission
(Title of officer)
By Charles H. Reynolds
Member, State Highway Commission
(Title of officer)
By W. J. McLean
Member, State Highway Commission
(Title of officer)
By _____
(Title of officer)
By _____
(Title of officer)

By [Signature]
COMMISSIONER OF PUBLIC ROADS,
Division Engineer,
Bureau of Public Roads.

RECEIVED
SEP 23 1953
DIVISION 8

RECEIVED
SEP 28 1953

SEP 25 1953

RECEIVED
SEP 4 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. 8-134 (1)

MILES CROSSING-JOHNSON ROAD SECTION
OF THE YOUNG RIVER LOOP ROAD IN CLATSOP COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 6706

Highway (Sta. 0+10 to Sta. 12+30) (Sta. 12+30 to Sta. 125+30) (Sta. 125+50.5 to
Sta. 200+04) (Contract No. 3933)

300 hrs.	Blade Grader	\$ 14.00	\$ 4,200.00
70 hrs.	Front End Loader	12.00	840.00
50 hrs.	Tractor and Doser	12.00	600.00
200 hrs.	Dump Trucks	6.50	1,300.00
2,500 cu. yds.	Sand in Blanket	1.00	2,500.00
21,000 yd. mi.	Truck Haul on Sand	0.20	4,200.00
3,600 cu. yds.	3" - 0 Material in Base	3.00	10,800.00
1,700 cu. yds.	3/4" - 0 Material in Base and Shoulders	4.00	6,800.00
110 M-gal.	Sprinkling	4.00	440.00
60 ton	RS-2 Emulsified Asphalt in Prime Coat, Tack Coat, and Pavement Seal	45.00	2,700.00
7,300 tons	Class "B" Asphaltic Concrete	7.98	58,254.00
220 cu. yds.	Aggregate in Pavement Seal	5.00	1,100.00

Subtotal \$ 93,734.00
10% Eng. & Cont. 9,373.40

Total \$103,107.40

Length of Roadway	3.774 miles
Length of 2 Bridges	0.024 mile (Exception)
Total Length	3.798 miles
Cost per Mile, Roadway	\$27,320.45

Federal Funds - - - - -	\$ 59,000.00
State Funds - - - - -	20,000.00
County Funds - - - - -	24,107.40
	<u>\$103,107.40</u>

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529,
Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. 3-134 (1)

MILES CROSSING-JOHNSON ROAD SECTION
OF THE YOUNG RIVER LOOP ROAD IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 23, 1953

Type Code 6706
Roadway (Sta. 0+10 to Sta. 12+30) (Sta. 12+38 to Sta. 195+30) (Sta. 195+50.5 to Sta. 200+64)

300 hours	Blade Grader	\$ 8.50	\$ 2,550.00
70 hours	Front End Loader	5.25	367.50
50 hours	Tractor and Doser	9.00	450.00
200 hours	Dump Trucks	5.00	1,000.00
2,500 cu. yds.	Sand in Blanket	0.60	1,500.00
21,000 yd. mi.	Truck Haul on Sand	0.15	3,150.00
3,600 cu. yds.	3" - 0 Material in Base	3.50	12,600.00
1,700 cu. yds.	3/4" - 0 Material in Base and Shoulders	4.00	6,800.00
110 H-gals.	Sprinkling	3.50	385.00
60 tons	RS-2 Emulsified Asphalt in Prime Coat,	60.00	3,600.00
	Tack Coat and Pavement Seal	8.25	60,225.00
7,300 tons	Class "B" Asphaltic Concrete	6.00	1,320.00
220 cu. yds.	Aggregate in Pavement Seal		
	Subtotal		\$ 93,947.50
	10% Engr. & Cont.		2,394.75
	Total		\$103,342.25

Length of Roadway 3.774 miles
Length of 2 Bridges 0.024 mile (Exceptions)
Total Length 3.798 miles
Cost per Mile, Roadway \$27,382.68

Federal Funds	-----	\$ 59,000.00
State Funds	-----	20,000.00
County Funds	-----	24,342.25
		<u>\$103,342.25</u>

RECEIVED
DR. ORVAL EATON
440 COMMERCIAL
ASTORIA, OREGON 1953
FOR FILING

COMMITTEES:
PUBLIC CONTROL
MEDICAL AFFAIRS
WAYS AND MEANS



STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

5-134 (1)
3933

4 August 1953

Dear Sam:

Some ten days ago I talked to you about the United Paving Company of Everett, Washington with reference to an irregularity in the bid. At that time you assured me that you would reply to my inquiry the following Friday.

To date I have not received any word from you and since it appears to me that you have had ample time to reply, I would appreciate hearing from you at once.

Sincerely,

Orval
Dr. Orval Eaton

Mr. Sam Baldock
Oregon State Highway Commission
State Office Building
Salem, Oregon

Phmeel 8-5-53 - Product is ok

NOTED
State Highway Engineer

RECEIVED
AUG 5 1953
STATE HIGHWAY ENGINEER

RECEIVED
JUL 24 1953
FOR FILING

S-134(1)
3933

July 23, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 20, 1953 on Contract No. 3933, Miles Crossing-Johnson Road Section in Clatsop County, in connection with Federal Aid Project No. S-134(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
FOR FILING

S-134(1)
3723

July 13, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We refer to your letter of June 22, advising of comments made by your Washington Office in regard to standards of construction planned for the Miles Crossing-Johnson Road Project, S-134 (1).

Flattening of the three 56-degree curves and the one 40-degree curve on this project was given consideration at the time the plans were being developed and was discussed at length with the county officials. Due to the proximity of residence buildings, the flattening of the curves at Stations 18 and 58 would involve heavy right of way cost. At least two houses would have to be moved and other residence properties would be detrimentally affected. Flattening of curves at Stations 32 and 197 would involve construction of five to ten feet of new embankment on unstable tide land at very considerable additional cost in both construction and maintenance.

The county officials are strongly of the opinion that flattening of the curves is not warranted. In the project as planned, the county is absorbing an overrun in cost of about \$6,000 and because of this the county is all the more loath to assume the expense of flattening the curves.

We admit the desirability of a flattening of the curves, but are inclined to agree with the county officials in the opinion that resultant benefits are not sufficient to warrant the extra cost.

In view of the above indicated facts and circumstances, we ask that we be permitted to proceed with the project as planned.

Very truly yours,

R. H. Baldoek
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

MEMO: To S. H. Probert

RE: Miles Crossing-Johnson Road FAS Project, Clatsop County

DATE: June 25, 1953

Due to existing roadside development and topography it is impractical and entirely beyond the financial capabilities of Clatsop County to acquire right of way necessary to improve or eliminate the three 56° curves and one 40° curve on Oregon Project S-134(1). Attached is a photograph taken at station 66+00 looking north towards the 56° curve between station 57+16.3 and 58+34.1. This photograph shows the roadside development which is typical throughout this section of road. Any shift of the alignment to improve the curves located at stations approximately 18 and 58 would require purchase by condemnation of homes of the very people that are served by the road. Improvement of the curves located at stations approximately 32 and 197 would necessitate condemnation of valuable tide-land pasture and construction of a 5' to 10' fill throughout. At the same time the road would be moved away from the residences which are located at the foot of the hill along the southwesterly side of the road at these points.

John F. Hagemann
Asst. Engr., County-City Relations

JFH:MM

RECEIVED
JUN 26 1953
FOR FILING

June 24, 1953

United Paving Company
P. O. Box 1017
Edmonds
Washington

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3933, which was awarded to you on May 18, 1953 by the State Highway Commission, covering paving on the Miles Crossing-Johnson Road of the Youngs River Loop Road in Clatsop County. This copy is for your files.

A copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

~~Floyd Query, Acting Secretary~~

dc
encl.

NOTED
Harold C. Ayers

May 27, 1953

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Enclosed are four copies each of a maintenance agreement and encroachment resolution covering the Miles Crossing-Johnson Road Section, Oregon Project S-134(1), in Clatsop County.

The Clatsop County Court has agreed to adequately sign the existing narrow bridge at Station 12+83 as required by your letter of May 1.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JPH:MM
Encl.

RECEIVED
MAY 27 1953
FOR FILING

5-134(1)
3933

May 26, 1953

County Court of Clatsop County
Court House
Astoria, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Clatsop one fully executed copy each of two agreements between the State Highway Commission and Clatsop County covering financing and maintenance of the Miles Crossing-Johnson Road Section of Youngs River Loop County Road.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 2

RECEIVED
JUN 18 1953
FOR FILING

Maintenance #147

MISC. CONTRACTS and
AGREEMENTS No.

S-134(1)
2933

Salon, Oregon
May 26, 1953

Agenda Item 4-0-6

Mr. John W. Cattrell
City & County Relations Dept.
Office

Attached for further handling are five certified copies and one conformed copy of two agreements between the State Highway Commission and Clatsop County covering financing and maintenance of the Miles Crossing-Johnson Road Section of Youngs River Loop County Road.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each agreement has been sent to the County Court of Clatsop County.

Yours very truly,

Acting Secretary

FM
Attach: 6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 8, 1953

AGENDA

MAY 18 1953

45-4

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Query

9/18

Enclosed are three copies of an agreement covering financing of the Miles Crossing-Johnson Road County FAS project in Clatsop County. Two copies have been executed by the county and are now ready to present to the Highway Commission.

Also enclosed are seven copies executed by the county of a maintenance agreement in connection with the same project. After signature by the Highway Commission, please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

NOTED
W. C. WILLIAMS

JFH:MM
Encl.

2 "A"
2 copies of each
for - [unclear]

S & C

1 copy in suspense

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALLNOTED
Harold C. Ayers

Invoice No. 20001

Date May 22, 1953

Your Req. No.

Billing Request No. CC 39

Credit distribution: none

Clatsop County

Astoria, Oregon

Attn: County Court

Partial refund of advance deposit in the amount of \$29,600 made by Clatsop County in connection with the Miles Crossing-Johnson Road County F&B project. Advance deposit required as per state-county agreement equals \$26,250. Refund due Clatsop County.

\$3,350.00

ACKNOWLEDGMENT OF BILLING REQUEST

Received with Request: \$-----
By *John W. Cattrall* -----

Top of \$99,000 = \$19,000
Excess over \$99,000 = 6,450
Total Advance Deposit \$ 26,250.00

Since the county originally deposited \$29,600, a refund of \$3,350 is due and you should receive a check for this amount within two weeks. Also, a copy of the contract showing unit bid prices will be forwarded as soon as available.

After the project has been completed an adjustment in county participation will be made based on actual project costs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

Clatsop County

Astoria, Oregon

Attn: County Court

Invoice No. 20000

Date May 22, 1953

Your Req. No.

Billing Request No. CC 40

Credit distribution: 501-1065-297

Partial transfer of county share of total cost.
Miles Crossing-Johnson Road Project, Youngs River Loop County Road, Clatsop County.
Covered by agreement dated May, 1953.
The total advance deposit was in amount of \$29,600 of which \$3,350 is to be
refunded Clatsop County as per CC-39, and \$3,000 is to remain in the advance
deposit fund.

Advance Deposits	26,250.00
Partial transfer of Clatsop County advance deposit in connection with the Miles Crossing-Johnson Road project in Clatsop County	23,250.00
Balance to be retained	\$ 3,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: \$-----

By *John W. Cattrall*-----

Advance Deposit

20% of \$99,000 = \$19,800

Excess over \$99,000 = 6,450

Total Advance Deposit \$ 26,250.00

Since the county originally deposited \$29,600, a refund of
\$3,350 is due and you should receive a check for this amount within
two weeks. Also, a copy of the contract showing unit bid prices will
be forwarded as soon as available.

After the project has been completed an adjustment in county
participation will be made based on actual project costs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

NOTED
Harold C. Ayers

May 20, 1953

NOTED
J. W. CATTRALL

Clatsop County Court

Astoria, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that a contract for the paving of the Miles Crossing-Johnson Road Section of the Youngs River Loop County Road, FAS 571, was awarded on May 18 to the United Paving Company of Edmunds, Washington. Under the provisions of the state-county agreement, an advance deposit of 20% of \$99,000 (the total FAS fund available) plus the amount the estimated total cost based on the low bid exceeds \$99,000 is required from the county. The amount of this advance deposit is as follows:

Bid Items	\$ 93,734.00
12-1/2% Engineering & Contingencies	11,716.75
Estimated Total Cost	<u>\$105,450.75</u>

Advance Deposit	
20% of \$99,000	= \$19,800
Excess over \$99,000	= <u>6,450</u>
Total Advance Deposit	\$ 26,250.00

Since the county originally deposited \$29,600, a refund of \$3,350 is due and you should receive a check for this amount within two weeks. Also, a copy of the contract showing unit bid prices will be forwarded as soon as available.

After the project has been completed an adjustment in county participation will be made based on actual project costs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED
MAY 21 1953
FOR FILING

S-1340

May 20, 1953

United Paving Company
P. O. Box 1017
Edmonds, Washington

Gentlemen:

The State Highway Commission on May 18, 1953 awarded to you State Highway Contract No. 3933 for paving on the Miles Crossing Johnson Road Section of the Youngs River Loop Road in Clatsop County. This award was based on your bid of \$93,734.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl.

cc: H. G. Smith
S. H. Probert
W. M. Franswa SIAC

RECEIVED

FOR FILING

S-134(1)

OREGON DISTRICT

3/22

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 18, 1953

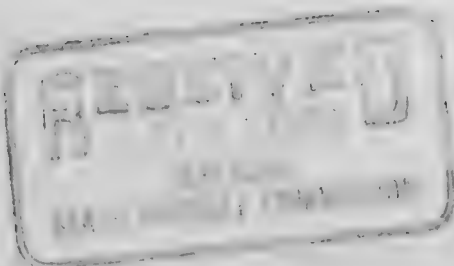
Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date, in award of contract for Oregon Project S-134(1) Miles Crossing-Johnson Road Section of the Youngs River Loop Road, to United Paving Company of Edmonds, Washington, low bidder in the amount of \$93,734.00 at the May 18, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer



Handwritten initials or mark.

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION
TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT
AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

5-7-53

The COUNTY OF CLATSOP, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 3.8 miles of the Youngs River Loop, FAS 571, ~~XXXXXX~~ highway from the Oregon Coast Highway at Miles Crossing to the Johnson Road known as the Miles Crossing-Johnson Road Section, and to be designated as Oregon Project No. S-134(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.
2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.
3. That the said County hereby agrees to bear the

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 7th day of May, 1953, and the Highway Department on the 19th day of May, 1953.

COUNTY OF CLATSOP

OREGON STATE HIGHWAY COMMISSION

By Wm. Pennington
County Judge

/s/ By Wm. R. Chandler
As Chairman

By Myron E. Jones
County Commissioner

/s/ By Chas. H. Reynolds
As Commissioner

By Chas. Stratton
County Commissioner

/s/ By W. L. Oliver
As Commissioner

ATTEST: Mary Redding
County Clerk

ATTEST: /s/ Floyd Query
Acting Secretary

RECOMMENDED FOR APPROVAL

W. L. Oliver
Assistant State Highway Engineer

Form cc-30
Page 2

I, Floyd Query, hereby certify that I am the duly appointed qualified and Acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing agreement with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 19th day of May, 1953.

Floyd Query
Acting Secretary

5-7-53

WHEREAS, a County Road in Clatsop County, State of Oregon, known as the Youngs River Loop County Road, is routed through the County of Clatsop, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clatsop County, the section adopted for improvement being more particularly described as follows; to wit:

From the Oregon Coast Highway at Miles Crossing southeasterly to Johnson Road, a distance of 3.8 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Clatsop will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clatsop

RESOLUTION

5-7-53

WHEREAS, a County Road in Clatsop County, State of Oregon, known as the Youngs River Loop County Road, is routed through the County of Clatsop, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clatsop County, the section adopted for improvement being more particularly described as follows; to wit:

From the Oregon Coast Highway at Miles Crossing southeasterly to Johnson Road, a distance of 3.8 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Clatsop will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clatsop

County, Oregon, that no encroachments will be permitted on the county road, known as the Youngs River Loop County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clatsop County, Oregon, this 7th day of May, 1953.

Attest:

Mary Redding
County Clerk

By Guy Worthington
County Judge

By Myron E. Jones
County Commissioner

By Chas. Hutton
County Commissioner

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

May 5, 1953

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, seven copies of a maintenance agreement, seven copies of an encroachment resolution, and a set of plans and specifications in connection with the Miles Crossing-Johnson Road Federal Aid Secondary project on the Youngs River Loop County Road, FAS Highway 571, which will be up for bid on May 18th.

The finance agreement covers state and county participation in costs as previously discussed with you and provides for an advance deposit which you have already made with your warrants nos. 88,358 and 88,359. After bids have been received and an estimate based on the low bid is available, the amount of your advance deposit will be adjusted accordingly. It is quite likely that you will have a refund coming as our present estimated total cost is \$106,000.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments upon the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications are for your information and records. The specifications provide that the project shall be completed not later than September 30, 1953.

Please sign and have the County Clerk attest all copies of the agreements and resolutions and return two copies of the finance agreement, seven copies of the maintenance agreement, and six copies of the encroachment resolution to this office. Your early attention to this matter will be appreciated.

If you have any questions on this matter, please phone either myself or Mr. Hagemann, Assistant County and City Relations Engineer, at Salem 4-2171, extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:101
Encl.

NOTED
J. W. CATTRALL

May 4, 1953

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

I wish to acknowledge receipt of Clatsop County Warrant #88359 in the sum of \$19,600 covering Clatsop County's share of the match money required in the Miles Crossing-Tucker Creek project on the Youngs River Loop, and also Clatsop County Warrant #88358 in the sum of \$10,000 which sum represents the additional Clatsop County funds to be used in event that the project overruns the federal funds.

Bids will be opened on the morning of May 18th. I will inform you as to the progress as soon as I have something definite.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

GUY BOYINGTON, COUNTY JUDGE
MYRON E. JONES, COMMISSIONER
VERNE STRATTON, COMMISSIONER
MARY REDDING, CLERK
PAUL KEARNEY, SHERIFF
GARNET L. GREEN, DIST. ATTY.

GEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND C. LUCE, CORONER
M. J. COBOVICH, ASSESSOR

Clatsop County

ASTORIA, OREGON.

April 30, 1953

Oregon State Highway Department
Salem, Oregon

Attention: John W. Cattrall, Engineer,
County and City Relations

Gentlemen:

We are enclosing to you herewith Clatsop County Warrant No. 88359 in the sum of \$19,600.00, covering Clatsop County's portion toward FAS project 571, Miles Crossing-Tucker Creek on Youngs River Loop for 1954-55 and Clatsop County Warrant No. 88358 in the sum of \$10,000.00 additional allocation of Clatsop County funds on FAS project 571 to be used in the event that \$98,000.00 is not sufficient to finance project.

Please acknowledge receipt of these two warrants at your earliest convenience and keep us posted as to development of the project.

Very truly yours,

CLATSOP COUNTY COURT

By, Guy Boyington, County Judge
By, Myron E. Jones, Commissioner
By, Verne Stratton, Commissioner

Warrant 88358 for 10,000.00
" 88359 for 19,600.00
received 5-4-53 & to acctg
Adv. advance fund
JHm



~~RECEIVED~~
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-134(1), Miles Crossing-Johnson Road Section of the Youngs River Loop Road, have today been recommended for approval subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Our recommendation for approval of the P. S. and E. documents is with the understanding that the existing narrow bridge at Station 12+83 will be adequately signed to protect traffic until such time as it can be removed and replaced by a new structure.

Please submit the usual copies of county maintenance agreement and encroachment resolution prior to preparation of the project agreement.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

NOTED
W. C. WILLIAMS

700571

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Salem, Oregon
April 30, 1953

Mr. Earl F. Saling
R/W Office Manager

R/W File No. 20075
Clatsop County
Youngs River Loop County Road

NOTED
J. F. HAGEMANN

Attached is an executed option to purchase fill material between Clatsop County and George Albin and Lucille Oman. This option to obtain material on a royalty basis is in lieu of purchasing the borrow site as covered by the option form (File No. 20075) prepared by your office and transmitted to this office on March 23.

The county will pay all royalties specified in the attached option.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

200571

Salem, Oregon
April 30, 1953

Mr. H. G. Smith
Construction Engineer

Attached is a copy of an option obtained by Clatsop County covering the borrowing of material on a royalty basis between Stations 179 and 182 on the Miles Crossing-Johnson Road county FAS project. The option provides that the quantity of material removed shall be determined by cross section measurement of the site before and after material is removed. The county will pay the royalty; however, the county will depend on our engineer to determine the quantity as a basis of payment. Two copies of the attached options have been furnished Mr. Walker, Division Engineer.

The county also advises by letter that it owns a sand borrow pit adjacent to the City of Warrenton sand pit and that the county-owned pit has been approved by Mr. King, Highway Department Engineer, for use in lieu of the city-owned pit. Mr. O'Neil has been advised of this change and is revising the specifications accordingly.

John W. Cattrall
Engineer, County and City Relations

By

John F. Ragemann
Assistant Engineer

JFR:BN
Att.

cc: Mr. J. D. Walker

April 30, 1953

Clatsop County Court
Courthouse
Astoria, Oregon

Gentlemen:

This is to acknowledge receipt of three copies of an option from Mr. George Albin Oman covering the borrowing of material on a royalty basis for use in the Miles Crossing-Johnson Road FAS project in Clatsop County. All right of way on this project is now clear. The County understands, of course, that all royalty payments to Mr. Oman will be made by Clatsop County over and above participation in the construction project. Our engineer will determine and furnish the County with the quantity of material removed as a basis for the royalty payments.

Very truly yours,

R. E. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JPH:MM

GUY BOYINGTON, COUNTY JUDGE
MYRON E. JONES, COMMISSIONER
VERNE STRATTON, COMMISSIONER
MARY REDDING, CLERK
PAUL KEARNEY, SHERIFF
GARNET L. GREEN, DIST. ATTY.

Clatsop County

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND C. LUCE, CORONER
M. J. COSOVICH, ASSESSOR

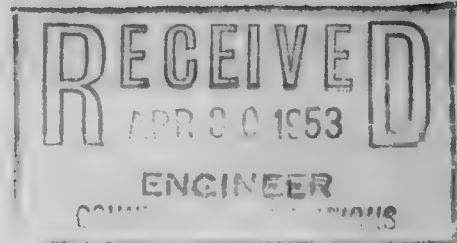
ASTORIA, OREGON.

April 29, 1953

Oregon State Highway Department
Salem, Oregon

Attention: John W. Cattrall, Engineer,
County and City Relations

Gentlemen:



Enclosed herewith is an option from Mr. George Albin Oman as requested in your letter of March 23 regarding the borrow pits for the Miles Crossing-Tucker Creek FAS project.

Clatsop County owns a sand borrow pit on the Ridge Road, which is adjacent to the Warrenton Sand Pit, which has been approved by your engineer, Mr. King.

Hoping that this satisfactorily completes your request, we are

Yours very truly,

CLATSOP COUNTY COURT

By, Guy Boyington, County Judge

By, Myron E. Jones, Commissioner

By, Verne Stratton, Commissioner

OPTION TO PURCHASE FILL MATERIAL.

IN CONSIDERATION OF the surveys and plans that have been made and will be made and the purpose of Clatsop County, a political subdivision of the State of Oregon to improve and/ or repair the Miles Crossing- Tucker Creek portion of the Youngs River Loop Road for which fill material from the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will ensue thereby to property owned by us, we the undersigned, hereby give and grant to Clatsop County, upon the terms and conditions hereinafter stated, the option to buy fill material from the following described real property, to-wit:

A parcel of land lying in the Northwest quarter of the Northwest quarter (NW $\frac{1}{4}$ NW $\frac{1}{4}$) of Section 9, Township 7 North, Range 9 West, W. M., Clatsop County, Oregon. The said parcel being a strip of land extending from a line at right angles to the center line at Station 179+00 to a line at right angles to the center line at Station 182+00 and being 80 feet in width, 20 feet on the Easterly side and 60 feet on the Westerly side of the center line of the Youngs River Loop Road, which center line is described as follows:

Beginning at Engineer's center line Station 179+00, said station being 250 feet South and 225 feet East of the Northwest corner of said Section 9; thence South 23° 03' East, 300 feet to Station 182+00.

The parcel of land to which this description applies contains 0.54 acre. of which 0.27 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.27 acre lies outside the existing right of way.

Clatsop Co mt shall have the irrevocable right to purchase at any time within twelve months fill material at the rate of Ten (10) Cents per cubic yard of material actually removed from the site, the quantity of material removed to be determined by cross section measurement of the site before and after material is removed. Clatsop County shall move and erect such fences as shall be necessary for the confinement and protection of the grantor's stock, such fences to thereupon become the property and to be maintained by the Grantor.

The undersigned Owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this option is exercised by the County are included in this option.

Dated this 28th day of April, 1953.

George W. Brown SEAL

WITNESSES.

Robert B. Shufeldt

James H. Brown SEAL

Jack H. Chisholm

NOTED
J. W. CATTRALL

March 23, 1953

Honorable Guy Boyington
Clatsop County Judge
Astoria, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed is an option form in quintuplicate for property to be acquired by Clatsop County for use as a borrow pit in connection with the proposed Miles Crossing-Tucker Creek FAS project on the Youngs River Loop County Road. Also enclosed are two prints of Drawing LR-5-387 showing the location of the property to be acquired. Under the present policy for County Road FAS projects the acquisition of this property is a county responsibility. Please return one signed copy of the option after negotiations have been completed.

In addition, it is requested that the County obtain a written permit from the City of Warrenton for the removal of approximately 2500 yards of sand from the city-owned sand pit located as shown on the enclosed map of the city. A copy of the permit should also be forwarded to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JPH:MM
Encl.

720571

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1953

SUBJECT: File No. 20075-Oman
Miles Crossing-Tucker Creek Section
Young River Loop Road--COUNTY ROAD
For: Borrow Area
Clatsop County

To: Mr. John W. Cattrall
County and City Relations Engineer
Salem, Oregon

Dear Mr. Cattrall:

Herewith is an option form in quintuplicate for property to be acquired by Clatsop County from George Albin Oman for a Borrow Pit at Station 179 on the Miles Crossing-Tucker Creek Section of the Young River Loop Road, a County Road. Attached are two prints of drawing IR-5-387 with our date of March 17, 1953, stamped thereon. This project is scheduled for letting in May, 1953.

File No. 20075

George Albin Oman

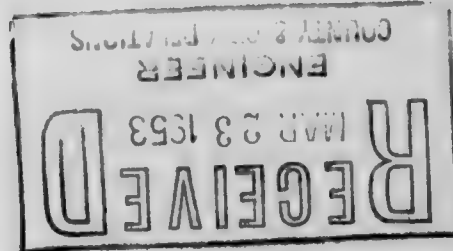
0.27 acre

Yours truly,

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AE:wo

cc: R. L. Porter
G. E. Rohde



J.F. HAGEMAN

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

4-5 B. P.

Salem, Oregon
March 12, 1953

SUBJECT:

NOTED
Harold C. Avers

To:

Mr. H. C. Smith,
Construction Engineer,
Department.

NOTED
J. W. CATTRALL

Dear Sir:

Herewith a description of right of way to be acquired on the Youngs River Loop Road. This is for a borrow pit at Station 179.

The County is to acquire this right of way. I suggest that upon completion of the description, that it be sent through Mr. Cattrall for presentation to the County.

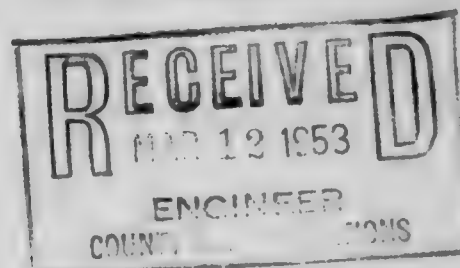
Yours very truly,

J. D. Walker
J. D. Walker,
Division Engineer.

FAB 3 571
Clatsop Co.

JDW: AM
cc Mr. John W. Cattrall

NOTED
J. F. HAGEMANN



RECEIVED
FOR FILING

S-134
3732

Salem, Oregon
March 11, 1953

Mr. J. D. Walker

Inclosed is notice given to the Board of Commissioners of the Youngs River-Leads and Clark Water District, Clatsop County, Oregon, by the Clatsop County Court for the movement of the water pipe within 60 days from the date of notice of March 4, so as not to interfere with the proposed improvement to the Youngs River Falls Loop Market Road (Federal-Aid Road No. 559), covering approximately 3.8 miles, beginning at Miles Crossing. The district has written to the State Highway Commission through Representative J. M. Dyer, stating that they cannot perform the work in this stated time and asking for a conference.

I would suggest that you arrange to go there with Mr. Cattrall and the representative of the County Court and call upon the Board of Commissioners of the Youngs River-Leads and Clark Water District and discuss the problem again fully to try to determine the best solution for all concerned.

R. H. Baldock

RHB:fp

cc Mr. J. M. Dyer
Mr. Glen Kamm
Mr. Guy Boyington
Mr. Frank Spittle

Enclosure

N O T I C E

To: Board of Commissioners
Youngs River-Lewis and Clark Water
District, Clatsop County, Oregon.

Dated: March 4, 1953.

You and each of you are hereby notified that Clatsop County has received assurance that funds are available from the Oregon State Highway Commission to assist in the improvement of the Youngs River Falls Loop Market Road Numbered (Federal Aid System 553) and that bids will be called at the May meeting of the State Highway Commission.

The estimated cost of this improvement is approximately \$103,000.00 for 3.8 miles beginning at Miles Crossing.

You are, therefore, notified to remove your water pipe to the outer edge of the right of way on or before sixty (60) days from the date of this Notice as requested by the Oregon State Highway Commission in order that this improvement may be done without hindrance or delay.

COUNTY COURT OF CLATSOP COUNTY, OREGON

By Wm. H. Houghton County Judge

By Myron Jones Commissioner

By Chas. Stratton Commissioner

Astoria, Oregon.
March 9, 1953.

Oregon State Highway Commission.
Salem, Oregon.
Attention Representative J. L. Dyer.

Gentlemen:

The undersigned are the Board of Commissioners of Youngs River Lewis & Clark Water District of Clatsop County Oregon a Municipal Corporation supplying the public and inhabitants of said District with water for domestic purposes.

For the supply of such water, the commission has a main supply pipe laid on and in the County Road known as Youngs River Falls Loop Market Road numbered (Federal Aid System 553). This water system supplies 440 families plus Riverwood Park U.S. Housing Project.

The County Court of Clatsop County has served notice on the Water District to remove it's water pipe to the outer edge of the right of way (3.8) miles on or before 60 days from March 1st 1953. See notice hereto attached. It is impossible for the Water District to comply with this demand.

Will the Highway Commission kindly send down a representative to meet with the Water Commission at an early date, to determine how this matter can be accomplished.

Answer to this letter may be sent to Glenn Kamm Chairman, Route 3 Box 344, Astoria, Oregon, with copy to Frank Spittle Attorney, Second St. Astoria, Oregon.

For Youngs River Lewis & Clark
Water System.

Glenn Kamm Chairman

Herbert House Secretary

John C. ... Commissioner

A. ... Commissioner

RECEIVED

FOR FILING

Count

R/W

C. P. L. -

Clatsop

February 11, 1953

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The Clatsop County Court has requested a 1954 County Road FAS Project on 3.8 miles of FAS 553, the Youngs River Loop County Road, extending from the Oregon Coast Highway at Miles Crossing southeasterly to the Johnson County Road. The project as proposed does not meet the minimum A.A.S.H.O. width of roadbed standards as prescribed for roads of similar traffic volume; however, the Court is of the opinion that the expense of meeting these minimum standards is not warranted in this instance and has indicated that the project request will be withdrawn if extensive roadbed widening is required. We are inclined to agree with the County Court. Before expending any money for a survey we are requesting that we be advised whether or not the project as outlined below would be approved by the B.P.R. for construction with FAS funds.

The section of road involved is colored in orange on the attached map and has an A.D.T. as shown in red figures on this same map. These A.D.T. figures are based on a twenty-four hour count taken on February 5 and adjusted with the proper seasonal factors. The traffic is entirely local in nature, originating from numerous suburban residences, small residential farms, and dairy farms located in the area immediately adjacent to the road.

The road is constructed along the foot of a hill area on the south and west and is bordered by tide flats on the north and east. The horizontal alignment is satisfactory with the exception of three curves; however, improvement of these curves, excepting widening of the pavement, is not feasible due to roadside development. The existing surface is a 15' wide P.C. Concrete with a 2' bituminous widening strip. The top roadbed width varies from 22' to 24' in width. The P.C. Concrete is approximately thirty years old and is badly cracked and spalled throughout. A few slabs are badly tilted.

The project as proposed would consist of widening and resurfacing with an 18' wide asphaltic concrete pavement utilizing the existing roadbed. This would result in an 18' pavement with shoulders varying from 1-1/2 to 2-1/2 feet in width. The tilted slabs would, of course, be removed prior to placing the asphaltic concrete, and the pavement width would be extended to 22 feet on the extreme curves.

Mr. C. G. Polk

-2-

February 11, 1953

Any attempt to widen the roadbed would prove to be extremely expensive as the widening would have to be accomplished by a fill, preferably rock, on the tide flat side. Rock used for road work in this area is barged in from the Columbia River as there is no satisfactory rock available in the immediate vicinity.

The project as requested is patterned after a similar improvement made by the county on the northerly three miles of FAS 608, a county road similar in service and use to FAS 553. This improvement has proven very satisfactory.

It would be appreciated if we may be advised as soon as possible of your attitude towards approval of the project as proposed so that we can plan accordingly.

Very truly yours,

R. M. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Att.

JPH:MM

cc: John W. Cattrall

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

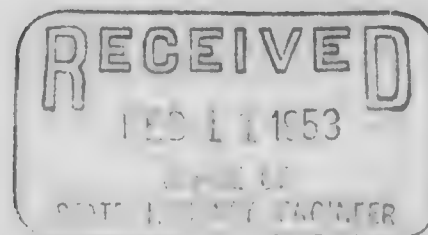
Enclosed is a suggested letter to the B.P.R. requesting that we be advised whether or not the project as proposed for FAS 553 in Clatsop County would be approved by the B.P.R. As the County has indicated it would probably withdraw the requested project if expensive roadbed widening is required, it would appear desirable to insure Bureau approval prior to expending any money on a survey. This project has been discussed verbally with various Bureau engineers with no definite conclusions, and it has been suggested that a written presentation be made. If satisfactory, two copies of the letter should be forwarded to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Encl.



RECEIVED
MAY 6 1953
FOR FILING

S-134(1)
2933

March 2, 1953

Letter

Oregon State Highway Commission

Continued:

At the last Commission meeting you approved final programming of 1954 federal-aid secondary funds on county roads, with the exception of \$27,000 allocated to Wheeler County. Wheeler County at that time had not made a decision as to the project it desired. The County now advises us that it wishes to carry the \$27,000 for 1954 to the year 1955, so that two years' allocations may be combined.

In order to complete programming of the 1954 funds, it is recommended that the Wheeler County project be increased from \$15,000, which you approved, to \$49,000, which is the estimated cost to improve the 5.2-mile section of federal-aid secondary county road which the County has given priority to. The addition of the \$34,000 to Wheeler County will take up all of the 1954 funds, with the exception of \$3,000, and this is such a minor amount that it need not be considered further in 1954.

This matter will be on the next agenda, and I recommend your approval.

Very truly yours,

A. H. Baldeck
State Highway Engineer

WCW:me hi
cc Mr. J. W. Cattrall
Mr. C. H. Maison

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 2, 1953

SUBJECT:

NOTED
W. C. WILLIAMSTo: Mr. W. C. Williams
OFFICE

The 1954 County FAS Program as approved by the Highway Commission includes \$75,000 for a project in Clatsop County on the Youngs River Loop, FAS 553, from the Coast Highway to Johnson Road, a distance of 3.8 miles. A balance of \$24,000 only remains for programming in Clatsop County during 1955. The \$75,000 represented the total funds which appeared to be available under the 1954 program at the time the program report was made rather than an estimate of cost. The length of the project would have to be adjusted to fit the money available. Since approval of the program, the Wheeler County Court has requested that its 1954 allocation of \$27,000 (which was carried as an unprogrammed balance in the report) be carried over until 1955. The release of this \$27,000 of 1954 funds will permit increasing the programmed amount for the Clatsop County project from \$75,000 to \$99,000 (total 1954 and 1955 allocation to Clatsop County).

The field work on the Clatsop County project is complete and based on the field data, \$99,000 should cover the cost of the entire 3.8 miles. In addition, the Clatsop County Court has expressed itself as willing to contribute up to \$5,000 over and above its normal 20% participation if required to complete the project.

It is requested that the 1954 program as approved be revised to show \$99,000 for Clatsop County rather than \$75,000. No project would then be programmed in Clatsop County for the fiscal year 1955. If this revision is approved, there will remain a 1954 unprogrammed balance of \$3,000 which could be carried as such for the time being.

John W. Cattrall J. F. H.
John W. Cattrall
Engineer, County and City Relations

JFH:MM

J. Cattrall

COMMISSIONERS
 BEN R. CHANDLER, CHAIRMAN
 COOS BAY
 CHAS. H. REYNOLDS, MEMBER
 LA GRANDE
 M. K. MCIVER, MEMBER
 PORTLAND

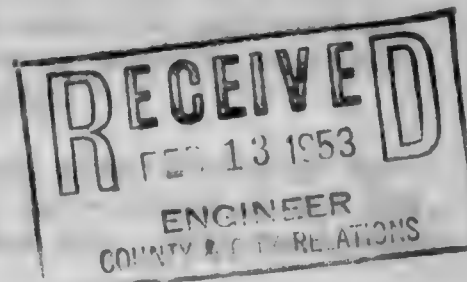


OREGON
 STATE HIGHWAY DEPARTMENT
 SALEM

February 11, 1953

Mr. C. G. Polk, District Engineer
 Bureau of Public Roads
 State Highway Building
 Salem, Oregon

NOTED
 J. F. HAGEMANN



NOTED
 J. W. CATTRALL

R. H. BALDOCK
 STATE HIGHWAY ENGINEER
 C. W. ENFIELD
 CHIEF COUNSEL
 H. B. GLAISYER
 SECRETARY

Dear Sir:

The Clatsop County Court has requested a 1954 County Road FAS Project on 3.8 miles of FAS 553, the Youngs River Loop County Road, extending from the Oregon Coast Highway at Miles Crossing southeasterly to the Johnson County Road. The project as proposed does not meet the minimum A.A.S.H.O. width of roadbed standards as prescribed for roads of similar traffic volume; however, the Court is of the opinion that the expense of meeting these minimum standards is not warranted in this instance and has indicated that the project request will be withdrawn if extensive roadbed widening is required. We are inclined to agree with the County Court. Before expending any money for a survey we are requesting that we be advised whether or not the project as outlined below would be approved by the B.P.R. for construction with FAS funds.

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Mr. C. G. Polk

-2-

February 11, 1953

Any attempt to widen the roadbed would prove to be extremely expensive as the widening would have to be accomplished by a fill, preferably rock, on the tide flat side. Rock used for road work in this area is barged in from the Columbia River as there is no satisfactory rock available in the immediate vicinity.

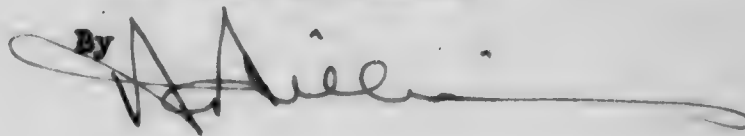
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It would be appreciated if we may be advised as soon as possible of your attitude towards approval of the project as proposed so that we can plan accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

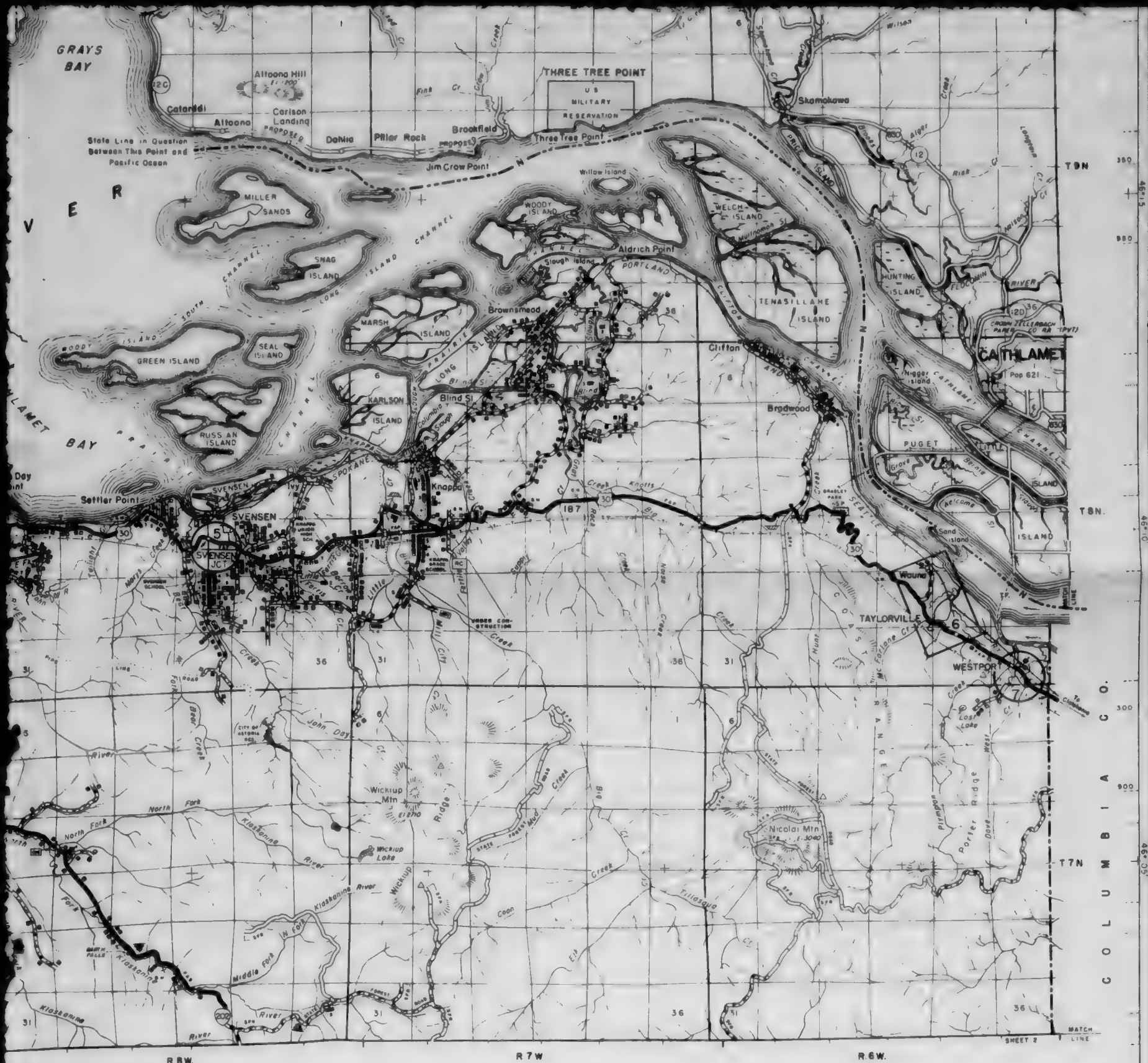


W. C. Williams
Assistant State Highway Engineer

Att.

JFH:MM

cc: John W. Cattrall ✓



GENERAL HIGHWAY MAP CLATSOP COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE



1951

Polyconic Projection

Plane Coordinate On Lambert Projection

Oregon N and Washington S Zones in Thousands of Feet

WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY

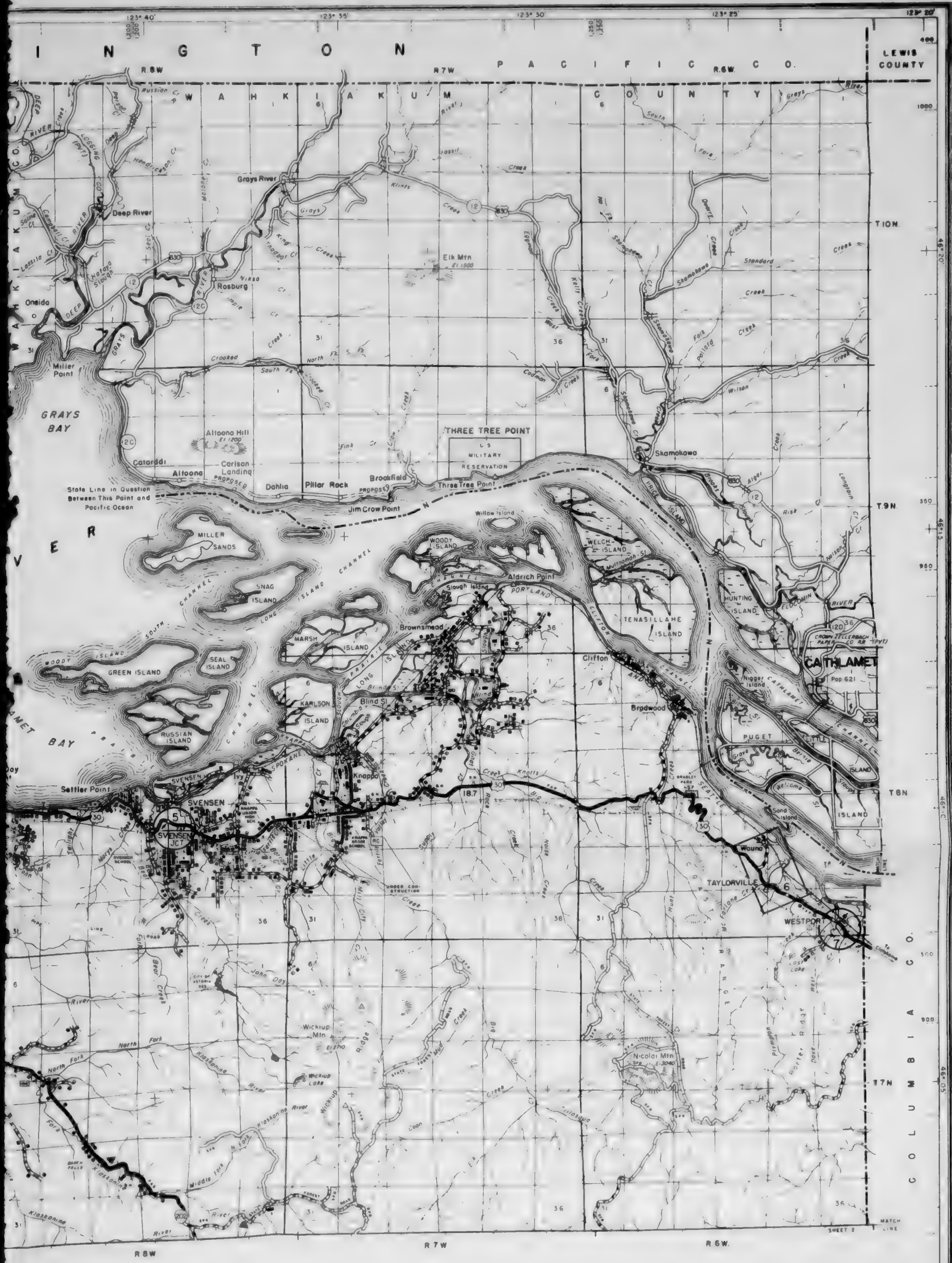
FARM UNIT
DWELLING—OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL O-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (1) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN

POWER PLANT
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK
PETROLEUM PRODUCT STORAGE
GAS STORAGE
DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT
QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB, SP-STATE BP-MUNICIPAL WP-WAYSIDE
RC-RIFLE AP-ATHLETIC GC-GOLF
YC-YACHT EC-EQUESTRIAN
FAIRGROUNDS OR RACE TRACK
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION

SHEET 1 OF 2 MAP SHEETS AND 2 SUPPLEMENTAL SHEETS
SEE SUPPLEMENTAL SHEET 1A FOR ENLARGED AREAS

APPROVED JUNE 9, 1952

GENERAL HIGHWAY MAP CLATSOP COUNTY OREGON 4

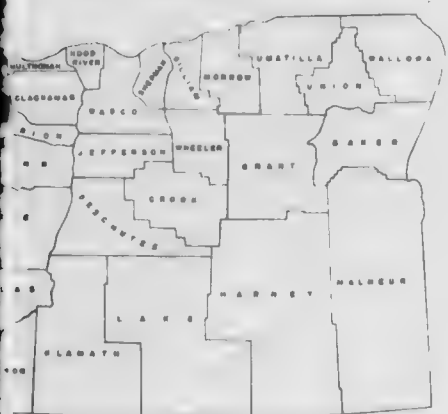




ARRANGEMENT OF SHEETS FOR CLATSOP COUNTY



KEY TO COUNTIES



LEGEND

- | | | |
|--|--|--|
| <p>..... PUBLIC USAGE - PRIVATE ROAD</p> <p>===== IMPASSABLE ROAD</p> <p>----- PRIMITIVE ROAD</p> <p>----- UNIMPROVED ROAD</p> <p>===== GRADED AND DRAINED ROAD</p> <p>===== SOIL SURFACED ROAD</p> <p>===== GRAVEL NOT GRADED OR DRAINED ROAD</p> <p>===== GRAVEL GRADED AND DRAINED ROAD</p> <p>===== PAVED ROAD, LOW TYPE</p> <p>===== PAVED ROAD, HIGH TYPE</p> <p>===== MULTIPLE LANE AND DIVIDED ROAD</p> <p>===== FEDERAL AID PRIMARY HIGHWAY</p> <p>===== FEDERAL AID SECONDARY HIGHWAY</p> <p>===== ORE ROUTE - US ROUTE</p> <p>===== DISTANCE BETWEEN POINTS</p> <p>===== MINOR STRUCTURE</p> <p>===== BRIDGE</p> <p>===== BRIDGE, COVERED</p> <p>===== FERRY, FR-FREE TP-TOLL</p> <p>===== DAM</p> <p>===== DAM, ROAD ON TOP</p> <p>===== DAM WITH LOCKS, ROAD ON TOP</p> | <p>===== TUNNEL</p> <p>===== CATTLE UNDERPASS</p> <p>===== GATE</p> <p>===== INTERMITTENT STREAM</p> <p>===== STREAM</p> <p>===== RIVER, N-NAVIGABLE</p> <p>===== DOCK, PIER, OR LANDING</p> <p>===== LAKE, POND, OR RESERVOIR</p> <p>===== DRAINAGE DITCH</p> <p>===== IRRIGATION DITCH</p> <p>===== PROMINENT MOUNTAIN, BUTTE, OR PEAK</p> <p>===== RAILROAD</p> <p>===== RAILROAD STATION</p> <p>===== RAILROAD GRADE CROSSING</p> <p>===== RAILROAD ABOVE ROAD</p> <p>===== RAILROAD BELOW ROAD</p> <p>===== AIR ROUTE</p> <p>===== AIRFIELD, COMMERCIAL OR PUBLIC</p> <p>===== LANDING AREA OR AIRSTRIP</p> <p>===== AIRFIELD, MILITARY</p> <p>===== SEAPLANE BASE, CIVIL</p> <p>===== AIRWAYS LIGHT BEACON</p> | <p>===== WEATHER OBSERVATION STATION</p> <p>===== STATE CAPITOL</p> <p>===== COUNTY SEAT</p> <p>===== CITY OR LOCALITY</p> <p>===== FARM UNIT</p> <p>===== DWELLING - OTHER THAN FARM</p> <p>===== GROUP OF DWELLINGS</p> <p>===== PUBLIC BUILDING, T-TOWNHALL S-GRANGE</p> <p>===== SCHOOL</p> <p>===== CHURCH</p> <p>===== CEMETERY</p> <p>===== FIRST AID STATION</p> <p>===== HOSPITAL</p> <p>===== RADIO STATION, WITH CALL LETTERS</p> <p>===== POST OFFICE OR () ATOP ANY BUILDING</p> <p>===== BUSINESS ESTABLISHMENT</p> <p>===== FACTORY OR INDUSTRIAL PLANT</p> <p>===== SAWMILL</p> <p>===== GRAIN ELEVATOR</p> <p>===== WAREHOUSE</p> <p>===== STOCK LOADING PEN</p> |
|--|--|--|

Population of Clatsop County, 1950 Census
30,776

ROADSIDE CULTURE DATA AS OF 1949
PARTIALLY REVISED TO 1950



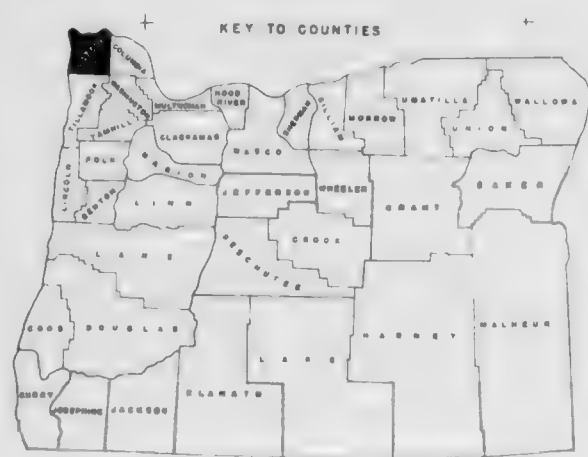






LEGEND

- | | | | | | |
|-----------|-----------------------------------|-----------|------------------------------------|---|------------|
| — P — P — | PUBLIC USAGE — PRIVATE ROAD | — T — T — | TUNNEL | ● | NOT IN USE |
| — — — — | IMPASSABLE ROAD | — X — X — | CATTLE UNDERPASS | ○ | NOT IN USE |
| — — — — | PRIMITIVE ROAD | — H — H — | GATE | ○ | NOT IN USE |
| — — — — | UNIMPROVED ROAD | — — — — | INTERMITTENT STREAM | ○ | NOT IN USE |
| — — — — | GRADED AND DRAINED ROAD | — — — — | STREAM | ○ | NOT IN USE |
| — — — — | SOIL SURFACED ROAD | — — — — | RIVER, N-NAVIGABLE | ○ | NOT IN USE |
| — — — — | GRAVEL NOT GRADED OR DRAINED ROAD | — — — — | DOCK, PIER, OR LANDING | ○ | NOT IN USE |
| — — — — | GRAVEL GRADED AND DRAINED ROAD | — — — — | LAKE, POND, OR RESERVOIR | ○ | NOT IN USE |
| — — — — | PAVED ROAD, LOW TYPE | — — — — | DRAINAGE DITCH | ○ | NOT IN USE |
| — — — — | PAVED ROAD, HIGH TYPE | — — — — | IRRIGATION DITCH | ○ | NOT IN USE |
| — — — — | MULTIPLE LANE AND DIVIDED ROAD | — — — — | PROMINENT MOUNTAIN, BUTTE, OR PEAK | ○ | NOT IN USE |
| — — — — | FEDERAL AID PRIMARY HIGHWAY | — — — — | RAILROAD | ○ | NOT IN USE |
| — — — — | FEDERAL AID SECONDARY HIGHWAY | — — — — | RAILROAD STATION | ○ | NOT IN USE |
| — — — — | ORE ROUTE — US ROUTE | — — — — | RAILROAD GRADE CROSSING | ○ | NOT IN USE |
| — — — — | DISTANCE BETWEEN POINTS | — — — — | RAILROAD ABOVE ROAD | ○ | NOT IN USE |
| — — — — | MINOR STRUCTURE | — — — — | RAILROAD BELOW ROAD | ○ | NOT IN USE |
| — — — — | BRIDGE | — — — — | AIR ROUTE | ○ | NOT IN USE |
| — — — — | BRIDGE, COVERED | — — — — | AIRFIELD, COMMERCIAL OR PUBLIC | ○ | NOT IN USE |
| — — — — | FERRY, FR-FREE TP-TOLL | — — — — | LANDING AREA OR AIRSTRIP | ○ | NOT IN USE |
| — — — — | DAM | — — — — | AIRFIELD, MILITARY | ○ | NOT IN USE |
| — — — — | DAM, ROAD ON TOP | — — — — | SEAPLANE BASE, CIVIL | ○ | NOT IN USE |
| — — — — | DAM WITH LOCKS, ROAD ON TOP | — — — — | AIRWAYS LIGHT BEACON | ○ | NOT IN USE |



Population of Clatsop County, 1950 Census
30,776

ROADSIDE CULTURE DATA AS OF 1949
PARTIALLY REVISED TO 1950

NOTED
Harold C. Ayers

January 30, 1953

Clatsop County Court

Astoria, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the project in Clatsop County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Clatsop County, this will be approximately \$15,000 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

NOTED
J. W. CATTRALL

CLATSOP COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - \$75,000
1955 - \$24,000

PROPOSED PROJECTS:

1954 - FAS 553 from the Oregon Coast Highway to Johnson Road, a distance of approximately 3.8 miles. Widen and resurface existing P. C. concrete with 18' wide asphaltic concrete.

1955 - To be selected at a later date.

REMARKS: None.

BFI-189(14) Winchester Road U'Xing 1953
#3934

RECEIVED
NOV 15 1954
FOR FILING

November 9, 1954

Mr. Rickquist
P.O. Box 727
Broussard, Oregon

Dear Sir:

The State Highway Commission at its meeting held on October 28 had under discussion your request for an extension of time, from February 28 to October 15, 1954, within which to complete your contract No. 3924, for construction of Winchester Road overcrossing on the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. E. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Lloyd Perry, Assistant Secretary

cc:

The Board
Division Engineer

H. H. Colburn,
Assistant Engineer

H. H. Axson,
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 8, 1954

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3934

8-Final

Erick Enquist

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

22951

B-108117

\$ 1,343.40

11/8/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Ruth Rawlings

Specified Completion Date: Feb 28, 1954

Time Extensions: to Oct. 15, 1954 without penalty

Completion Date: Sep. 29, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-9-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

By

Hoyd Quincy
Assistant Secretary

Warrant Mailed:

Ruth Rawlings

11-10-54

RECEIVED
OCT 28 1954
FOR FILING

October 27, 1954

American Surety Co. of New York
David A. Lewis, Asst. Mgr.
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3934 for work performed on the Winchester Road Undercrossing on the Pacific Highway in Douglas County was completed by the contractor, Erick Enquist, on September 29, 1954, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$1,343.40 will be released to the contractor after acceptance by the Commission. The total contract amount is \$31,639.98, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

RECEIVED
OCT 6 - 1954
FOR FILING

October 4, 1954

Oregon State Highway Commission

request for extension of time
No. 5
October 28 and 29 meeting.

Gentlemen:

Re: Winchester Road Intercrossing
Contract No. 3934

Erick Anquist, contractor on the construction of the Winchester Road Intercrossing on the Pacific Highway in Douglas County, has requested an extension of time from February 28, 1954, to October 15, 1954, in which to complete the contract.

All work was completed before the specified completion date with the exception of finishing the concrete surfaces of the columns and cleaning up the job site. This remaining work could not be done until the water under the structure, which was entrapped by the highway roadbed cut, had been drained away.

The traveling public was not inconvenienced by this delay nor will there be any additional engineering expense. It is recommended that this extension of time be granted without penalty to the contractor. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PMS/ds

attached

RECEIVED
FOR FILING

6090

ASSIGNMENT

Date: May 18, 1954 No. 5090 By W.C.W.

Description: Bill No. 5 from The Western Union Telegraph Company, 5-14-54, in amount of \$704.75, for highway overpass at Winchester, Douglas County.

Acknowledged by _____ Referred to C.A. Gardner

- ☐ Investigate and report with recommendation
- ☒ Such action as necessary and report
- ☐ Comment or recommendation
- ☐ Return with rough draft of reply
- ☐ Prepare reply for signature of Mr. _____
- ☐ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

*Bill being
processed for
pay ment*
NO 11 1954
W. C. WILLIAMS

Executed ✓ Report Received _____

RECEIVED
FOR FILING

1-1-1 (1-1)

5-5-54

ASSIGNMENT

Date: May 4, 1954 No. 5050

Description: Bill No. 431254 from So Pacific Co., in amount of \$274.01, tion with highway overhead at Winch

Acknowledged by _____ Referred to Gar

- Investigate and report with recomm
- ☒ Such action as necessary and repor
- Comment or recommendation
- Return with rough draft of reply
- Prepare reply for signature of Mr.
- Contact correspondent and report

----- PLEASE RETURN -----
----- W. C. WILLIA -----

Remarks: *Being processed for pay*

NOTE
W. C. WILLIAM.
Executed 5-4-54 Report Received

ASSIGNMENT

Date: May 4, 1954 No. 5053 By *Wen*

Description: Bill No. 431260 from Southern Pacific Co., in amount of \$563.24, in connec tion with overhead at Winchester, Ore.

Acknowledged by _____ Referred to Gardner

- Investigate and report with recommendation
- ☒ Such action as necessary and report
- Comment or recommendation
- Return with rough draft of reply
- Prepare reply for signature of Mr. _____
- Contact correspondent and report

----- PLEASE RETURN TO -----
----- W. C. WILLIAMS -----

Remarks: *Being processed for pay*

NOTE
W. C. WILLIAM.
Executed 5-4-54 Report Received

1-1-1-1-1-1

- - - - -

- - - - -

ASSIGNMENT

No. 5153 By Wen

Description: Bill No. 431260 from Southern Pacific Co., in amount of \$563.24, in connection with overhead at Winchester, Ore.

Acknowledged by _____ Referred to Gardner

- Investigate and report with recommendation
- ~~xxx~~ Such action as necessary and report
- Comment or recommendation
- Return with rough draft of reply
- Prepare reply for signature of Mr. _____
- Contact correspondent and report

----- PLEASE RETURN TO -----
----- W. C. WILLIAMS -----

Remarks: *Strongly - 1000000*

Executed 5-4-64 Report Received

RECEIVED
APR 29 1954
FOR FILING

1-21-120(1)

Salem, Oregon
November 6, 1953

RAILROAD COMPANIES
FILE No. 426

Pux 90 - Winchester Overcrossing Agreements
Southern Pacific Company
Pacific Highway, Douglas County

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached hereto for further handling are the original and first copy of an easement agreement and the original and first copy of a construction agreement with the Southern Pacific Railroad Company covering the Winchester Overcrossing on the Pacific Highway in Douglas County. These copies have been executed by the Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully executed please return one copy of each to this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 4

Filed R-R #1126

AGENDA
OCT 20 1953

14

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1953

SUBJECT: Pux 90 - Winchester Overcrossing Agreements
Southern Pacific Company
Pacific Highway, Douglas County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

2nd round

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first copy of easement agreement and original and first copy of construction agreement covering the Winchester Overcrossing on the Pacific Highway in Douglas County.

The instruments have been examined by Mr. Paxson and Mr. Williams as to engineering features and have been recommended for approval as to legal form by Mr. Enfield and myself.

After execution by the State Highway Commission, please return all copies direct to me for further handling.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 4

cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. C. W. Enfield

Bids are to be received for this project on Nov. 30, 1953

RECEIVED
JUN 26 1953
FOR FILING

JFI-1214

June 24, 1953

Mr. Erick Enquist, Contractor
P. O. Box 747
Troutdale
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3934, which was awarded to you on May 18, 1953 by the State Highway Commission, covering the construction of the Winchester Road Undercrossing on the Pacific Highway in Douglas County. This copy is for your files.

A copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours,

W. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

~~Floyd Query, Acting Secretary~~

cc
encl.

RECEIVED
MAY 1 1953
FOR FILING

HEI-15714
2924

May 20, 1953

Erick Enquist
Box 747
Troutdale, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 awarded to you State Highway Contract No. 3934 for construction of the Winchester Road undercrossing on the Pacific Highway in Douglas County. This award was based on your bid of \$33,076.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

encl.

cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franswa SIAC

RECEIVED

FOR FILING

15-1-12-11
3934

May 18, 1953

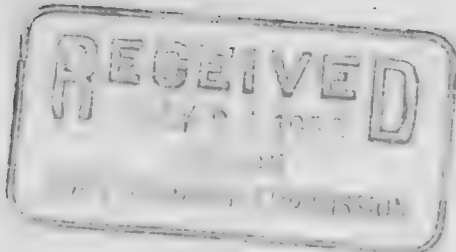
Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date, in award of Contract No. 3934 for Oregon Project BFI-189(1), Winchester Road Undercrossing on the Deady-Winchester Unit of the Pacific Highway, to Erick Enquist of Troutdale, Oregon, low bidder in the amount of \$33,076.00 at the May 18, 1953 bid opening.

Very truly yours,

C. O. POLK
District Engineer



RECEIVED
7
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

BFI-189(14)

May 1, 1953

3934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project BFI-189(14),
Deady-Winchester Unit, (Winchester Road Undercrossing) of
the Pacific Highway, have today been recommended for
approval subject to such changes as may be required by the
Division Engineer.

This is to authorize your advertising for bids.

Yours very truly,

C. G. Polk
C. G. Polk
District Engineer

42

UI-78(16) Community Hospital Road 1953
#3935 Overcrossing

FEB 18 1955

44-7861
3935

Lew

February 15, 1955

General Casualty Company of America
209 S. W. Fourth Avenue
Portland, Oregon

Gentlemen:

We have received a carbon copy of a letter addressed to the Secretary of State by Soule' Steel Company in which they state that they have received a check in the amount of \$1,000 from R. E. Meade and Company in payment of their claim on Contract No. 3935 for construction of an overcrossing on the Community Hospital Road Section of the Pacific Highway in Douglas County.

This information is furnished as your company appears as surety on the performance bond furnished with this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

cc - R. E. Meade and Company
P. O. Box 223
Grants Pass, Oregon

NOTED ON CARD

zf

FEB 16 1955

141-118 (1/6)
2-1-55



EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

2735

NOTED
FLOYD QUERY

Scott Herkous

FEB 18 1955

Lewis

AI - 78/100
3935

February 15, 1955

Soule' Steel Company
2630 N. W. St. Helens Road
Portland 10, Oregon

Attention: Mr. C. R. Reiser

Gentlemen:

We have received a carbon copy of your letter of February 14th, addressed to the Secretary of State, and advising that your claim of \$1,000.00 against R. E. Meade and Company on Contract No. 3935 has been paid in full.

We will advise the surety and the contractor that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

NOTED ON CARD

FEB 18 1955

Lewis

VI-78/4

3935

February 15, 1955

Soule' Steel Company
2630 N. W. St. Helena Road
Portland 10, Oregon

Attention: Mr. C. R. Reiser

Gentlemen:

We have received a carbon copy of your letter of February 14th, addressed to the Secretary of State, and advising that your claim of \$1,000.00 against R. E. Meade and Company on Contract No. 3935 has been paid in full.

We will advise the surety and the contractor that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

NOTED ON CARD

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE



TELEPHONE
BEACON 5154

SOULÉ STEEL COMPANY

STEELINE PRODUCTS

2630 N. W. ST. HELENS ROAD

PORTLAND 10, OREGON

February 14, 1955

Handwritten notes:
3935
[Illegible scribbles]

Secretary of State
State of Oregon
Salem, Oregon

SUBJECT: Claim File No. 3475

Dear Sir:

Please be advised that today we received a check in the amount of \$1,000 from R. E. Meade & Company, in payment for balance due for the furnishing and installation of reinforcing steel on the Community Hospital Road Overcrossing Job at Roseburg, Oregon.

Yours very truly,

SOULÉ STEEL COMPANY

C. R. Reiser

CRR:jd

cc: Oregon State Highway Commission ✓
R. E. Meade & Company
Harold A. Johnson Insurance Agency
General Casualty Company of America
H. O. Miller

NOTED ON CARD
gl



SAN FRANCISCO

FEB 17 1955

LOS ANGELES
SEATTLE
PHOENIX



TELEPHONE
BEACON 5154

SOULÉ STEEL COMPANY

STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

February 14, 1955

Secretary of State
State of Oregon
Salem, Oregon

NOTED
FLOYD QUERY

SUBJECT: Claim File No. 3475

Dear Sir:

Please be advised that today we received a check in the amount of \$1,000 from R. E. Meade & Company, in payment for balance due for the furnishing and installation of reinforcing steel on the Community Hospital Road Overcrossing Job at Roseburg, Oregon.

Yours very truly,

SOULÉ STEEL COMPANY

C. R. Reisner
C. R. Reisner

CRR:jd

cc: Oregon State Highway Commission
R. E. Meade & Company
Harold A. Johnson Insurance Agency
General Casualty Company of America
M. O. Millar



RECEIVED
JAN 31 1955
FOR FILING

71/14

Lewis
9

January 25, 1955

General Casualty Company of America
209 S. W. Fourth Avenue
Portland, Oregon

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Soule' Steel Company against R. E. Meade and Company. The claim is in the sum of \$1,000.00 for furnishing and installing reinforcing steel in the Community Hospital Road Overcrossing on the Pacific Highway in Roseburg, Contract No. 3935.

This information we provide as your company appears as surety on the performance bond furnished for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm
Attach.

cc - R. E. Meade and Company
P. O. Box 223
Grants Pass, Oregon

NOTED ON CARD

91

San Francisco
Los Angeles
Seattle
Phoenix

COPY

Telephone
BR con 5154

SCULE' STEEL COMPANY
Steel Line Products
2030 N. W. St. Helens Road
Portland 10, Oregon

NOTICE

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Scule' Steel Company, has a claim for the balance due for furnishing and installing reinforcing steel to the Community Hospital Road Overcrossing at Roseburg, Oregon, in the sum of \$1,000.00 against the bond taken from R. E. Heade and Company and General Community Company of America, for construction of the Community Hospital Road Overcrossing, Roseburg, Oregon by the Oregon State Highway Commission.

Scule' Steel Company

By C. E. REISNER
C. E. Reiser
Portland Branch Office Manager

Dated at Portland, Oregon, this 21st day of January, 1955.

ENDORSED
File No. 3475
Filed January 21, 1955
LAIL T. HEADE, Secretary of State

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE



TELEPHONE
BEACON 5181

SOULÉ STEEL COMPANY

STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

January 20, 1955

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Enclosed herewith is notice and affidavit covering claim we are making in connection with reinforcing steel furnished and installed to R. E. Meade and Company of Grants Pass, Oregon for Community Hospital Road Overcrossing, Roseburg, Oregon.

Yours very truly,

SOULÉ STEEL COMPANY

C. R. Reiser

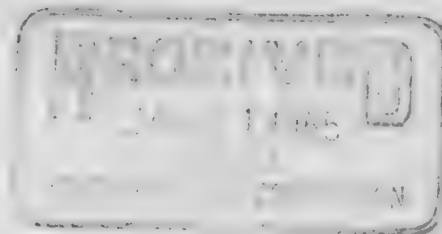
CRR/ht

cc: Oregon State Highway Commission ✓

v/encl.

H. G. Millar

v/encl.



SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE



TELEPHONE
SEACON 5151

SOULÉ STEEL COMPANY

STEELINE PRODUCTS

2630 N. W. ST. HELENS ROAD

PORTLAND 10, OREGON

NOTICE

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Soule' Steel Company, has a claim for the balance due for furnishing and installing reinforcing steel to the Community Hospital Road Overcrossing at Roseburg, Oregon, in the sum of \$1,000.00, against the bond taken from R. E. Meade and Company and General Casualty Company of America, for construction of the Community Hospital Road Overcrossing, Roseburg, Oregon by the Oregon State Highway Commission.

Soule' Steel Company

By C. R. Reisner
C. R. Reisner
Portland Branch Office Manager

Dated at Portland, Oregon, this 20th day of January, 1955.

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE



TELEPHONE
BEACON 5154

SOULÉ STEEL COMPANY

STEELINE PRODUCTS

2630 N. W. ST. HELENS ROAD

PORTLAND 10, OREGON

A F F I D A V I T

State of Oregon)
County of Multnomah) ss

I, C. R. Reisner, Portland Branch Office Manager for Soule' Steel Company, do hereby depose and say:

That Soule' Steel Company furnished and installed reinforcing steel to R. E. Meade and Company of Grants Pass, Oregon, for the Community Hospital Road Overcrossing at Roseburg, Oregon, and that balance due for same in the amount of \$1,000.00 has not been received.

C. R. Reisner

Subscribed and sworn to before me this 20th day of January, 1955.

Frances Schall
Notary Public for Oregon
My Commission expires March 26, 1957

RECEIVED
JAN 31 1955
FOR FILING

4E-77 (4)

January 25, 1955

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

Thank you for your letter of January 21 to which was attached three copies of a claim filed with your office by Soule' Steel Company for materials furnished on State Highway Contract No. 3935, your file No. 3475. The claim is in the amount of \$1,000.00.

Very truly yours

Secretary

OREGON STATE HIGHWAY COMMISSION

FAQ:mdm

NOTED ON CARD

76



EARL T. NEWBRY

SECRETARY OF STATE

SALEM, OREGON

Jan. 21, 1955

Mr. H. E. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

3475

Dear Sir:

We have received and filed as of this date, a notice of claim by Soule' Steel Company in the sum of \$1,000.00, against the bond taken from R. E. Meade and Company, Principal, and General Casualty Company of America, Surety, for construction of the Community Hospital Road Overcrossing, Roseburg, Oregon, our file No. 3475.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

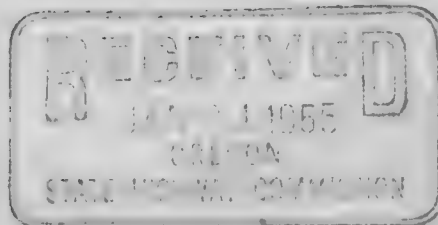
EARL T. NEWBRY
Secretary of State

By

Geo C Stephens

Clerk
Records Division

NF:M
Enc.



OREGON STATE HIGHWAY DEPARTMENT
(date)

Sep. 15, 1954

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

1935

B-final

R. E. MEADE & CO.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

18816

B-103965

\$ 3,763.18

9/24/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1953

Time Extensions: to July 31, 1954 without penalty

Completion Date: July 23, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-16-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By J. J. [Signature]
Assistant Secretary

Warrant Mailed:

NOTED ON CARD

7-17-54

RECEIVED
FOR FILING

September 3, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3935 for construction of the Community Hospital Road Overcrossing in Douglas County was completed by the contractor, R. E. Meade & Co., on July 23 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of \$3,763.18 will be released to the contractor on or after September 13, 1954. The total contract amount is \$46,699.77 and no force account work was performed.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

2-3-54

RECEIVED
AUG 19 1954
FOR FILING

41-7 (1-)
3755

August 18, 1954

R. E. Meade & Co.
P. O. Box 223
Grants Pass, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 9, had under discussion your request for an extension of time from December 31, 1953 to July 31, 1954 within which to complete your contract No. 3935, for constructing the Community Hospital Road Overcrossing on the Pacific Highway in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

H. B. McClure,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
JUL 21 1954
FOR FILING

July 20, 1954

From State Highway Engineer

Request for extension of time
The
August 9 and 10 meeting.

Concerning:

Re: Community Hospital Road Overcrossing
Contract 3735

T. E. Neade & Company, contractor for the Community Hospital Road Overcrossing on the Pacific Highway in Douglas County, has requested an extension of time from December 31, 1953 to July 31, 1954, in which to complete their contract.

The contractor ordered the steel T-beam piles for this structure directly from the steel mill rather than through a local distributor. This resulted in a delay in delivery until December 15, 1953. Also, inclement weather after the commencement of work caused considerable delay in the completion of the excavation for footings and delayed the preparation of the approach fill slopes for the placing of the concrete-block slope protection.

While these reasons for failure to complete the structure by the specified date are primarily the responsibility of the contractor, the new highway is not being used by the public, and the State has incurred no additional engineering expense. It is recommended that the extension be granted without penalty to the contractor. Attached is a copy of the concurrence of the Bureau of Public Roads in this extension.

Very truly yours,

H. E. Holbrook
State Highway Engineer

Encl.

PHS:gm
cc P. M. Stephenson

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram.	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

WESTERN UNION

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate.	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
	COLLECT			

Send the following message subject to the terms set back hereof, which are hereby agreed to

COLLECT
3925

July 15, 1954
8:12 a.m.

R. E. ...
Grants Pass, Oregon

Retel warrant will be mailed this week. Was held here for time extension.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Files ✓

SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

FX-1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=Int'l Letter Telegram
VLT=Int'l Victory Ltr.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA212
PR.GRA088 NL PD=GRANTSPASS ORG 14=
GLAISYER. SECRETARY OREGON STATE HIGHWAY=

1954 JUL 14 PM 8 01

SALEM ORG=
PLEASE TRACE STATE WARRANT ISSUED FOR OUR ESTIMATE
NUMBER SIX CONTRACT #3935 IN THE AMOUNT OF \$1320.00 OUR
OFFICE HAVE NEVER RECEIVED THIS PAYMENT HOWEVER WE DID
RECEIVE A SUBSEQUENT PAYMENT IN THE AMOUNT OF \$364.80
APPRECIATE YOUR IMMEDIATE ATTENTION=

R E MEADE AND CO..

Retel insurance bill to be mailed this week. We held bill for time extension. 4/28. 2007 11 11, 11, 11

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JAN 15 1954
FOR FILING

December 29, 1953

R & M Construction Company
Post Office Box 426
Central Point, Oregon

Gentlemen:

This is to acknowledge receipt of your statement showing a claim that you have against R. E. Meade and Company in the sum of \$438.50 on Contracts Nos. 3832 or 3935.

When a claim against a contract is received, it is our policy to notify the surety and the contractor that it has been received. It so happens that on both of these contracts to R. E. Meade and Company, the surety is the General Casualty Company of America, 403, S. E. Sixth Street, Grants Pass, Oregon.

Contract No. 3832 was completed December 22, 1953, but Contract No. 3935 is still incomplete.

If you feel that you wish to protect your claim for a period longer than six months following completion of the contracts and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. We have attached an excerpt from the Oregon Law outlining the procedure that is necessary.

So that we may keep our records straight, can you advise us as to which contract your claim pertains or if it applies to both of the projects.

Contract No. 3832 is for construction of three structures on the Divide-Rice Hill Section and Contract No. 3935 is for an overcrossing on the Community Hospital Road.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

RECEIVED
JAN 15 1954
FOR FILING

11-11(11)
3125

December 29, 1953

Harold A. Johnson, Insurance
General Casualty Company of America
403 S. E. Sixth Street
Grants Pass, Oregon

Gentlemen:

We have received a letter from R & M Construction Company, Post Office Box 426, Central Point, Oregon, in which they state they have a claim against R. E. Meade and Company in the amount of \$438.50 for equipment rental used on Contract No. 3832 for construction of three structures on the Divide-Rice Hill Section of the Pacific Highway or on Contract No. 3935 for an overcrossing on the Community Hospital Road of the Pacific Highway in Douglas County.

We have written to them and asked whether the claim pertains to one or both of the projects. When we have further information we will advise you.

This information is furnished as your company appears as surety on Contracts No. 3832 and No. 3935.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FILED

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington

R. E. Meade & Company
P. O. Box 223
Grants Pass, Oregon

RECEIVED
FOR FILING

41-7254

R. & M CONSTRUCTION COMPANY
General Contractors
P. O. Box 426
Central Point, Oregon

Williams
NOTED
W. C. WILLIAMS

December 27, 1953

In Reply Address:
Central Point, Oregon

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We wish to file a claim against R & E Meade Company
for equipment rental in the amount of \$438.50, which was
used on contract no 3832 or 3935.

Very truly yours
R & M Construction Co.

/s/ John B. Robison

RECEIVED
JUL 1 1953
FOR FILING

11-18/11

June 30, 1953

R. E. Meade & Co.
P. O. Box 223
Grants Pass, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 3935, which was awarded to you on May 18, 1953 by the State Highway Commission, for construction of the Community Hospital Road Overcrossing on the Pacific Highway in Douglas County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 21 1953
FOR FILING

11-1861
2135

May 20, 1953

Meads & Company
P. O. Box 223
Grants Pass, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 awarded to you State Highway Contract No. 3935 for construction of the Community Hospital Road Overcrossing on the Pacific Highway in Douglas County. This award was based on your bid of \$50,671.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl.

cc: H. G. Smith
B. H. Probert
G. S. Paxson
W. M. Franswa SIAC

RECEIVED
FOR FILING

41-75/
225

May 18, 1953

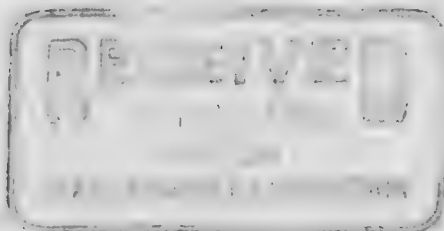
Mr. R. H. Saldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence, as of this date, in award of Contract No. 3935 for Oregon Project UL-78(16), Community Hospital Road Overcrossing on the South Umpqua River-Fairgrounds Section of the Pacific Highway, to R. E. Meade and Company of Grants Pass, Oregon, low bidder in the amount of \$50,671.00 at the May 18, 1953 bid opening.

Very truly yours,

C. G. POLK
District Engineer



DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

May 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project UI-78(16), South Umpqua River-Fairgrounds Section of The Pacific Highway, (Community Hospital Road Overcrossing), have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please forward usual copies of maintenance and encroachment resolutions by City of Roseburg prior to project agreement documents.

Yours very truly,

C. G. Polk
C. G. Polk
District Engineer

120

19-3310 Silver Lake-Valley Falls Rock 1953
#3936 Prod. Prod., Fremont & Lakeview-
Burns Hwys.

19-C310 Silver Lake-Valley Falls Rock 1953
#3936 Prod. Proj., Fremont & Lakeview-
Burns Hwys.

RECEIVED

R. H. Baldock

February 10th, 1954

NOTED

State Highway Engineer

FINAL COST ANALYSIS

FOR FILING Valley Falls Section
Contract #3936 N. A. Tool

N. A. Toole Construction Co., Contractor

Fremont & Lakeview-Burns Highways

Prefix 19-8310

V. E. Graue, Resident Engineer

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Bid</u>	<u>Unit Cost</u>	<u>Total Cost</u>	<u>Gross Revenue</u>
3/4"-1/2" Cr. Materials in Stockpile	9,917.4	Cu. Yd.	\$3.00	\$2.422	\$24,019.94	\$29,752.20
1/2"-1/4" Cr. Materials in Stockpile	12,523.9	" "	3.00	2.422	30,332.89	37,571.70
1/4"-0" Cr. Materials in Stockpile	2,917.4	" "	2.75	2.422	7,066.03	8,022.85
S.P. Haul Adjustment in Favor of State	1,535.5	Yd. Mi.	0.10			- 153.55
S.P. Purchase of Rejects	4,061.3	Cu. Yd.	0.25	0.25	<u>1,015.33</u>	<u>1,015.33</u>
					\$62,434.19	\$76,208.53

Gross Revenue	\$76,208.53
---------------	-------------

Total Cost	<u>62,434.19</u>
------------	------------------

Net Profit	\$13,774.34
------------	-------------

Net Profit Equals 18% of Gross Revenue

N. A. Toole Construction Co.

Detail of Cost

Labor:

Labor	\$17,645.75	
Labor Insurance	<u>1,041.59</u>	
		\$18,687.34

Equipment Rentals, Supplies & Misc.:

Equipment Rentals (Owned)	\$19,874.25	
Hired Equipment	12,422.00	
Gas, Oil & Grease	6,942.37	
Freight & Cartage	1,538.84	
P.L. & P.D. Insurance	191.47	
P.U.C. Fees	232.96	
Small Tools & Misc. Supplies	794.90	
Bond	571.56	
Home Office & General Overhead	<u>1,178.50</u>	
		<u>43,746.85</u>

Total Cost		\$62,434.19
----------------------	--	-------------

Breakdown of Crushing Cost

	Cost	Quantity	Unit	Unit Cost
Move In and Set Up (3 Setups)	\$ 9,538.56	25,358.7	Cu. Yd.	\$0.376
Doze to Crusher	8,779.18	"	" "	0.346
Crushing	26,479.33	"	" "	1.044
Haul to Stockpile (Av. 4.5 Mi.)	14,472.15	"	" "	0.57
Stockpiling	3,164.97	"	" "	0.126
Less Screen Rejects:				
4,061.3 Cu. Yd. at \$0.25	- 1,015.33			- 0.04
	\$61,418.86	25,358.7	Cu. Yd.	\$2.422

Size and Quantities of Rock Produced

3/4" - 1/2"	9,917.4 Cu. Yds.
1/2" - 1/4"	12,523.9 Cu. Yds.
1/4" - 0"	<u>2,917.4</u> Cu. Yds.
	25,358.7 Cu. Yds. Crushed

The crushing plant operated 818 hours for an average production of 31 cu. yds. per working hour.

Remarks:

This was a "State Project" calling for the crushing and stockpiling of 25,000 cu. yds. of crushed materials in stockpiles. The contract was bid and awarded May 18th, 1953, crushing was started July 21st, 1953, and completed October 31st, 1953.

This was a 3 setup crushing project. The contractor elected to move into gravel pits located #1 on the northerly side of and adjacent to the Fremont Highway at M.P. 109.8 and #2 on the easterly side of and adjacent to the Fremont Highway at M.P. 66.4 and #3 on the easterly side of and adjacent to the Lakeview-Burns Highway at M.P. 85.9.

The contractor used a portable Cedar Rapids crusher. The crusher was fed with TD-18A cat and dozer in Pit #1 and #3, but in Pit #2 wet material was encountered requiring an extra D-8 cat and dozer to help feed the crusher. All crushed materials were hauled in four 5 cu. yd. hired trucks. The material in the three gravel pits was quite fine, and there was about 50% waste scalped out before crushing.

Having good equipment with low labor cost and very little down time, the contractor realized a nice profit.

E. H. Clymer
Chief Cost Analyst

By . . K. T. Wechter

OREGON STATE HIGHWAY DEPARTMENT

(date)

Jan. 19, 1954

(CONTRACT NO.) 19 7-10

(EST. NO.)

(CONTRACTOR)

3936

(VOUCHER NO.)

6-final

(WARRANT NO.)

N. A. TOOLE CONSTR. CO.

(AMOUNT)

(DATE)

475

R-85087

\$ 2,286.26

1/18/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1953

Time Extensions: To Oct. 30, 1953 without penalty

Completion Date: Oct. 30, 1953

Date Accepted: Feb. 24, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-26-54

To the Accounting Division:

Release of the above warrant is hereby authorized

[Signature]
H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

2-26-54

RECEIVED

FOR FILING

17-240

January 6, 1954

General Casualty Company of America
G. H. Emerson, Agent
209 S. W. Fourth Ave.
Portland, Oregon

Dear Sir:

State Highway Contract No. 3936 for rock production on the Silver Lake-Valley Falls section of the Fremont and Lakeview-Burns Highways in Lake County was completed by the contractor, N. A. Toole Construction Co., on October 30, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$2,286.26 will be released to the contractor after acceptance by the Commission. The total contract amount is \$76,208.53 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OP. SEC. TO HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

1-6-54

1-6-54 SP

RECEIVED
FOR FILING

17-2-11

December 21, 1953

General Casualty Company
G. H. Emerson, Agent
209 SW 4th Avenue
Portland, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to the W. A. Toole Construction Company on contract No. 3936, covering rock production on the Silver Lake-Valley Falls Section of the Fremont and Lakeview-Burns Highways in Lake County.

This payment, in the amount of \$1,846.05 will be released to contractor on or after December 31, 1953. The retained percentage is \$2,286.26.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc:

General Casualty Co.,
General Insurance Bldg.,
Seattle 5, Washington

cc: General Casualty Co.,
209 SW 4th Avenue
Portland, Oregon

NOTED ON CARD

12-21-53

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 5, 1953

Section Silver Lake-Valley Falls Kind of work Rock Production
 Highway Fremont & Lakeview Burns Section prefix 19-8310
 Contractor N. A. Toole Construction Co. Contract number 3936
 Date of contract May 18, 1953 Date of completion Sept. 15, 1953
 Date work started July 11, 1953 Estimated date of completion 19
 Amount of contract \$74,275.00 Per cent of time elapsed 100%
 Estimated cost of completed project, exclusive of engineering \$73,346.75
 Per cent of contract completed, based on total contract price 100%
 Engineering cost to date \$6000, 100% Date project was completed Oct. 30, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No further clean up has been done. Contractor moved some
machinery out this week.

NOTED
 B. A. MARTIN

NOTED
 FORRESTER COOPER

Signed [Signature]

Address Lakeview

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			25,000		
Estimated quantities moved or placed to date			25,359		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Cloudy		
Tuesday	"		
Wednesday	Snow		
Thursday	Cloudy		
Friday	"		
Saturday			

RECEIVED
NOV 18 1953
FOR FILING

11-17-53

November 17, 1953

General Casualty Company of America
G. H. Emerson, Agent
209 S. W. 4th Ave.
Portland, Oregon

Dear Sir:

It is the intention of the State Highway Commission to release to N. A. Toole Construction Co. a portion of the funds heretofore retained by the Commission on contract No. 3936, for rock production on the Silver Lake-Valley Falls Section of the Fremont and Lakeview-Burns Highways in Lake County.

This payment in the amount of \$18,822.72 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of \$2,229.16. The present payment will be released on or after November 27, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

11-17-53

RECEIVED
OCT 19 1953
FOR FILING

11-2-10
3126

October 16, 1953

H. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from September 15 to October 30, 1953 within which to complete your contract No. 3936, for rock production on the Silver Lake-Valley Falls Section of the Fremont and Lakeview-Burns Highways in Lake County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

cl

cc: Wm. E. Chandler,
Division Engineer

Vincent E. Graue,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
OCT 19 1953
FOR FILING

11-21
7-26

October 16, 1953

E. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from September 15 to October 30, 1953 within which to complete your contract No. 3936, for rock production on the Silver Lake-Valley Falls section of the Fremont and Lakeview-Burns Highways in Lake County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

E. B. Glazier, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

cl

cc: Mr. E. Chandler,
Division Engineer

Vincent E. Graue,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
FOR FILING

11-11-53

September 22, 1953

Oregon State Highway Commission

request for extension of time
No. 35
September 24 and 25 meeting

Continued

Herewith a request from S. A. Toole Construction Company for an extension of time on the Silver Lake-Valley Falls Rock Production Project, Contract #3930, from September 15, 1953 to October 30, 1953.

The contractor had a crushing contract for the City of Ontario when awarded this contract. Extremely heavy rainfall at Ontario in May and June prevented the contractor from completing that job in time to start on this one when originally anticipated. Work was started within 50 days after award of the contract and there had been no delay or expense to the Department because of the noncompletion of the contract, since these materials are scheduled for use in the 1954 season.

I recommend that the extension be granted without penalty.

Very truly yours,

S. H. Ballock
State Highway Engineer

cc Mr. H. G. Smith

EAP fp

RECEIVED
JUL 1 1953
FOR FILING

11-111

June 30, 1953

N. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 3936, which was awarded to you on May 18, 1953 by the State Highway Commission, for rock production on the Silver Lake-Valley Falls Section of the Fremont and Lakeview-Burns Highway in Lake County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 21 1953
FOR FILING

19-5210
212

May 20, 1953

N. A. Toole Construction Co.
1211 S. W. 3rd Avenue
Ontario, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 awarded to you State Highway Contract No. 3936 for the Silver Lake-Valley Falls Rock Production Project on the Fremont and Lakeview-Burns Highways in Lake County. This award was based on your bid of \$74,275.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

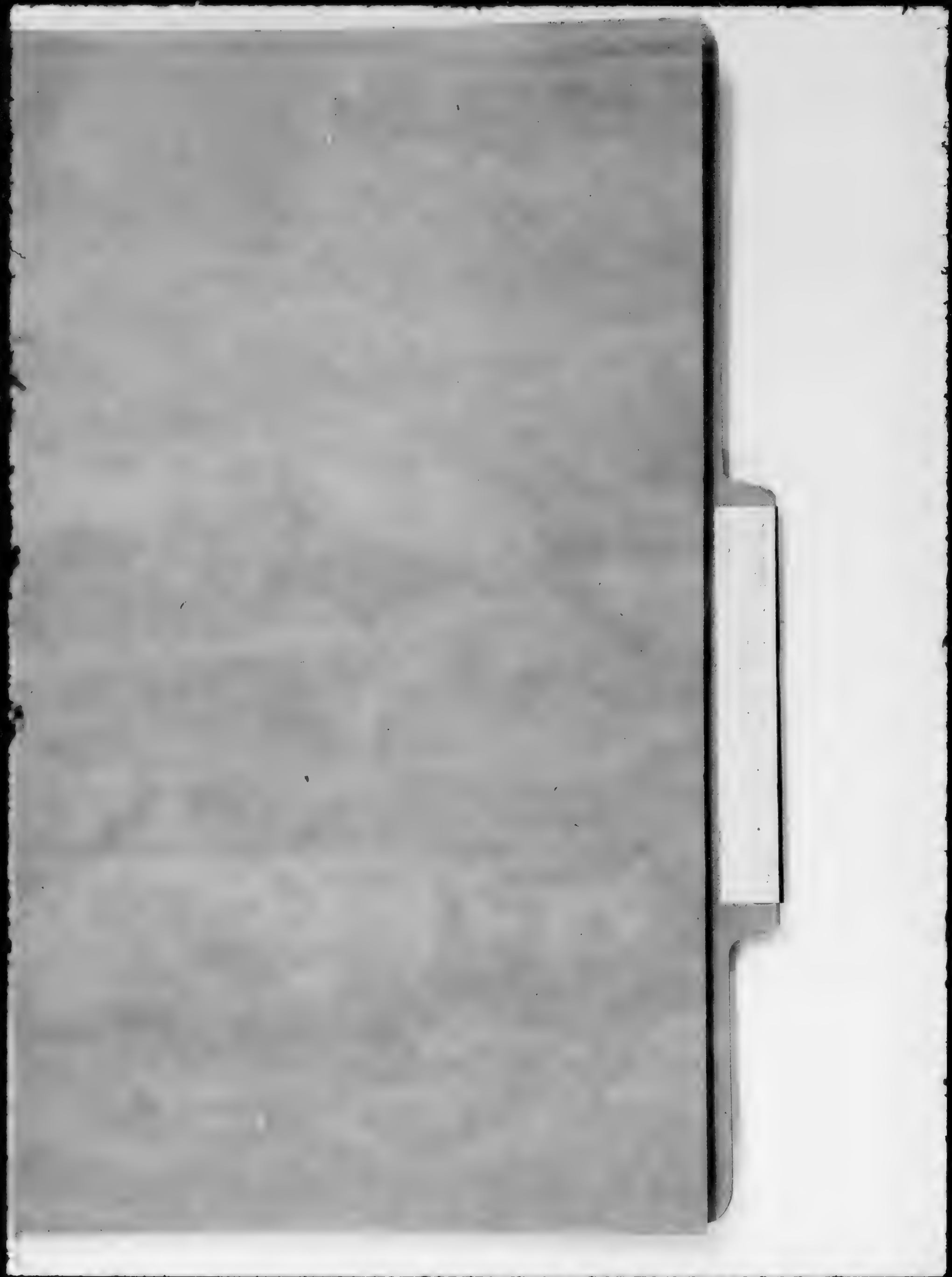
By

Floyd Query, Acting Secretary

al

encl.

cc: H. G. Smith
S. H. Probert
W. M. Franawa SIAC



RECEIVED
SEP 14 1955

FOR FILING

23-171
27.1

23-171
I had the manuscript. Set it off & offered
it to the board. It was about 10 minutes.
The 2nd draft was made re
the content, word, punctuation, acceptance
etc. I asked for no payment so
I had to take the copies of the manuscript
and the letters & put them in your
old 5 drawer file in my room.
Just as we are not at home later.

F.R.

Today has sure been busy - over 50 applies
for plans, phone calls & a 1 1/2 hr meeting of
a committee on the United Fund.

NOTED
H. B. GLAISYER

Salem, Oregon
September 6, 1955

Mr. C. W. Enfield
Chief Counsel
Office

Dear Mr. Enfield:

Attached is a copy of a Summons for me to appear at the Courthouse in McMinnville on September 10 to furnish certain State documents.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

F. A. Query
Assistant Secretary

FAQ:fp
Enclosure

RECEIVED
SEP 11 1955
FOR FILING

7:00 a.m.
Sept 6, 1955

STATE OF OREGON)
County of Yamhill) ss.

TO: Floyd Query

NOTED
FLOYD QUERY

IN THE NAME OF THE STATE OF OREGON, you are hereby commanded to appear before the grand jury of the County of Yamhill, State of Oregon, at the Courthouse in McMinnville, Oregon, on the 10th day of September, 1955 at 10:00 o'clock A. M., as a witness before said grand jury. You are required also to bring with you the following: State of Oregon Highway contracts numbered 3937, 4150, 4151 and 4296 awarded to W. G. Wright and other records of the State Highway Commission showing the completion date of each of said above numbered contracts.

Dated the 2nd day of September, 1955.

/s/ Elliott B. Cummins
District Attorney
Yamhill County, Oregon

STATE OF OREGON)
County of Marion) ss.

I hereby certify that the above and foregoing is a true and correct copy of the original subpoena now in my hands for service

Denver Young.
Sheriff
By [Signature]
Deputy

I appeared at 10 AM as requested.
F. Query

NOTED
H. B. GLAISYER

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

Nov. 5, 1953

336-1708

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3937

3-final

W. G. Wright

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

21665

R-79831

\$ 500.00

11/1/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

W. G. Wright
ACCOUNTING DIVISION

Specified Completion Date: Aug. 15, 1953

Time Extensions: to Aug. 18, 1953 —

Completion Date: Aug. 18, 1953

Date Accepted: Sep. 24, 1953 —

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-5-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: NOV 10 1953

W. G. Wright

NOTED ON CARD

11-1-53

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

Nov. 5, 1953

336-1208

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3937

2-final

H. G. Wright

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

21665

R-79831

\$ 500.00

11/4/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Aug. 15, 1953

Time Extensions: to Aug. 18, 1953 —

Completion Date: Aug. 18, 1953

Date Accepted: Sep. 24, 1953 —

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-5-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: 11-5-53

NOTED ON CARD

A. A. Wicklander

RECEIVED
OCT 19 1953
FOR FILING

336-1125

October 19, 1953

General Casualty Co. of America
Gordon Carey Insurance Agency
334 Third St.
McMinnville, Oregon

Gentlemen:

State Highway Contract No. 3937 for grading and paving on the Sheridan (Monroe St.) City Street Section in Yamhill County was completed by the contractor, W. G. Wright, on August 18 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of \$500.00 will be released to the contractor on or after October 29, 1953. The total contract amount is \$11,954.21 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

10-19-53 gl

RECEIVED
JUL 18 1953
FOR FILING

436-1774
3927

October 14, 1953

Mr. W. G. Wright
410 3rd Street
McMinnville, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from August 15 to August 18, 1953 within which to complete your contract No. 3937, for paving on the Sheridan (Monroe St.) City Street section in Tenthill County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: J. D. Walker,
Division Engineer

John F. McGee,
Resident Engineer

H. G. Smith,
Construction Engineer

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 10, 19 53

Section Heppner (Race Track St.) Kind of work Grading and Paving
 Highway City Street Section prefix 325-1703
 Contractor Tannen Northwest Inc. Contract number 3937
 Date of contract July 1, 19 53 Date of completion Sept. 30, 19 53
 Date work started Sept. 1, 19 53 Estimated date of completion Oct. 20, 19 53
 Amount of contract \$ 17,984.97 Per cent of time elapsed 110.9 %
 Estimated cost of completed project, exclusive of engineering \$ 13,572.30
 Per cent of contract completed, based on total contract price 48. %
 Engineering cost to date \$ 643.44, 46.7 % Date project was completed Aug. 18, 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work the past week.

NOTED
 FORREST COOPER

Signed A. L. Hulse

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.27	0.27			0.27
Miles partially completed		0.27			0
Miles completed	0.27	0.27 0			0
Total estimated quantities	970	1530			610
Estimated quantities moved or placed to date	970	1370			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Pt. cloudy		
Saturday	Cloudy-rain in P.M.		

RECEIVED
SEP 29 1953
FOR FILING

257-1118
3937

September 28, 1953

General Casualty Company of America
Gordon Carey Insurance Agency
334 Third Street
McMinnville, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to W. G. Wright on contract No. 3937, for grading and paving on the Sheridan (Monroe St.) Section in Yamhill County.

This payment, in the amount of \$5,793.61, will be released to the contractor on or after October 8, 1953. The retained percentage is \$500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

2-28-53

RECEIVED
FOR FILING

336-1767
3717

September 16, 1953

Request for extension of time
No. 6
September 24 and 25 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from M. G. Wright for an extension of time on the Monroe Street Section in Sheridan, Contract No. 3937, from August 15, 1953 to August 18, 1953.

This is the first project that this contractor has had with the State and due to a misunderstanding on his part as to the requirements of paving machines, he did not have the approved type machine available at the time the paving was to commence. It required several days to acquire the machine to meet our specifications but when the machine was secured he completed the job in a very satisfactory manner.

There was no added expense or inconvenience due to the three-day overrun, and I recommend that the extension be granted without penalty.

Very truly yours,

L. E. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

HGS lg

RECEIVED
JUN 17 1953
FOR FILING

3937-17
2551

June 18, 1953

Mr. W. G. Wright
410 Third Street
McMinnville, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 3937, which was awarded to you by the State Highway Commission on May 18, 1953, for grading and paving on the Sheridan (Monroe Street) City Street Section in Yamhill County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 28 1953
FOR FILING

336-170
3 13 1

May 27, 1953

R. I. Merrifield, City Recorder
City Hall
Sheridan, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Sheridan covering the improvement of Monroe Street from the east line of Third St. extended, westerly for a distance of approximately 0.20 mile, in connection with the \$250,000 Special City Allotment Fund.

Yours very truly,

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
nc. 1

RECEIVED
MAY 21 1953
FOR FILING

336-1708
3937

May 20, 1953

W. G. Wright
410 Third Street
McMinnville, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 awarded to you State Highway Contract No. 3937 for a grading and paving project in Sheridan (Monroe Street), Yamhill County. This award was based on your bid of \$12,846.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

sl
encl.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa SIAC

Shondans (Marion St.) Survey
Grading and Paving

Estimate

Item	Quantities	Unit Price	Amount
1. Street Exc. Curbs	100 cu. yds.	5.00	\$ 500.00
2. General Exc. "	1090 " "	0.75	817.50
3. 12" Conc. Pave.	400 Lin Ft.	2.50	1000.00
4. 24" " "	42 " "	5.50	231.00
5. 3"-0 Mat'l in Base	1600 cu. yds.	3.00	4800.00
6. 3/4"-0 " " & Enmas	420 " "	3.50	1470.00
7. Sprinkling	50 M.Gals.	3.50	175.00
8. 3/4" Depth in Binder Course	26 cu. yds.	5.00	130.00
9. RC-3 Asphalt in Binder Course	5 Tons	60.00	300.00
10. Class "B" Asphalt Concrete	560 " "	11.00	6160.00

15,583.50

1947.94

\$17,531.44

450.00

\$17,981.44

Cost line of
From 3rd St. extended
per station 0.21 mile

Harold R. Fuller
ATTORNEY AT LAW
SHERIDAN, OREGON

February 13, 1953

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Mr. Harold C. Ayers ✓
Field Engineer
Oregon State Highway
State Highway Building
Salem, Oregon

NOTED
J. F. HAGENAU

Dear Mr. Ayers:

At the request of Mr. Francis Bradley, who is mayor of Sheridan, I am writing in regard to the paving of Monroe Street.

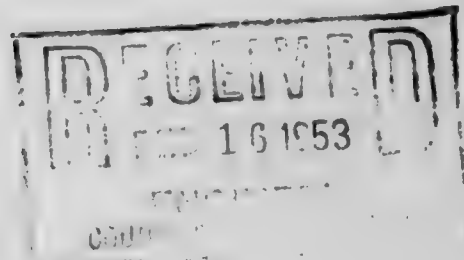
I understand that Monroe Street is 25 feet wide, whereas you require a 50-foot street. It appears now that Mc Cormick Lumber Company will convey to the City for street purposes a strip of land 25 feet wide, making a 50-foot street.

I am informed that everything is ready, so that the Highway Department can proceed with their paving program on this street.

Yours very truly,

Harold R. Fuller
Harold R. Fuller

HRF:lf



Shenandoah

2-13-53

Mr. J. W. Resident Engineer called and said he had found Monroe Street in Shenandoah had only 25' width and asked if I could do something.

Went to Shenandoah and picked up Mayor Bradley and City Councilmen on street and with them called on Mr. M. C. Cormick, mill owner, who gave the city a 25' width for full length of street.

The Mayor said he would get City attorney to draw up all legal papers and would send us a copy of deed as soon as possible.

H. J. Rogers

70.24

6-13-52

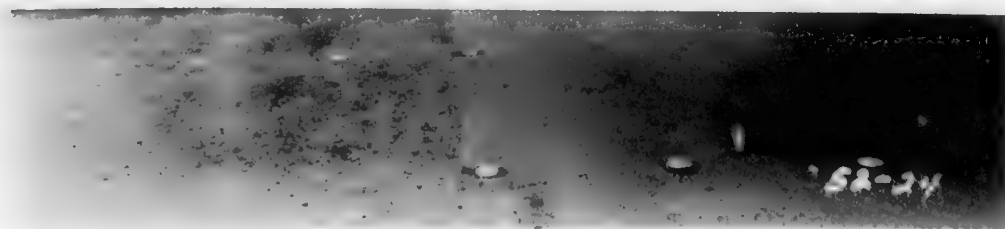
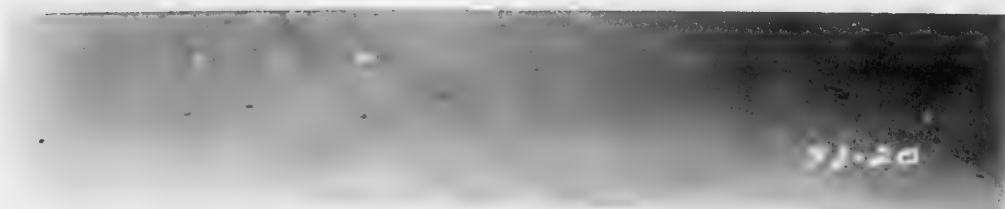
Asphalt Concrete	5000	100	500.00
Gravel	1000	100	100.00
Crushed Stone	1000	100	100.00
Base Course	1000	100	100.00
Subgrade	1000	100	100.00
Shoulders	1000	100	100.00
Drainage	1000	100	100.00
Signage	1000	100	100.00
Lighting	1000	100	100.00
Landscaping	1000	100	100.00
Other	1000	100	100.00
Total			13,540.00
			1567.50
			1500.00
			14,500.00

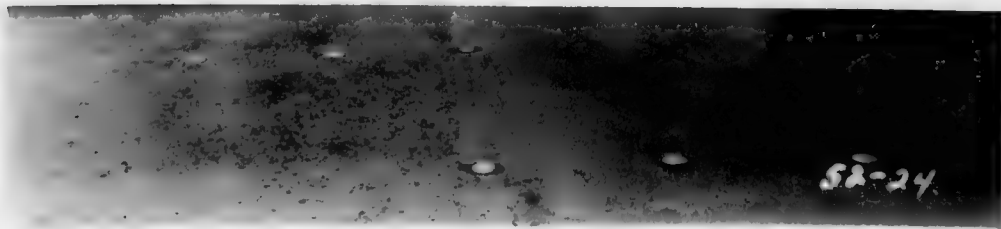
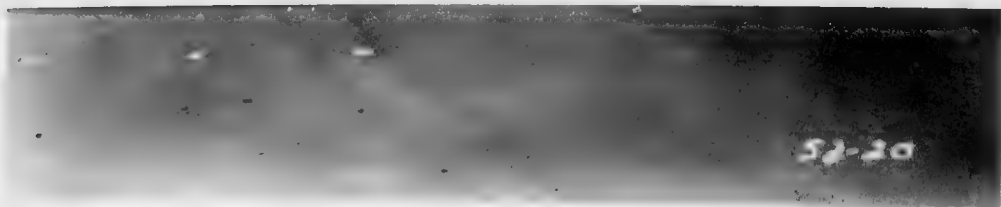
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6-13-52

466

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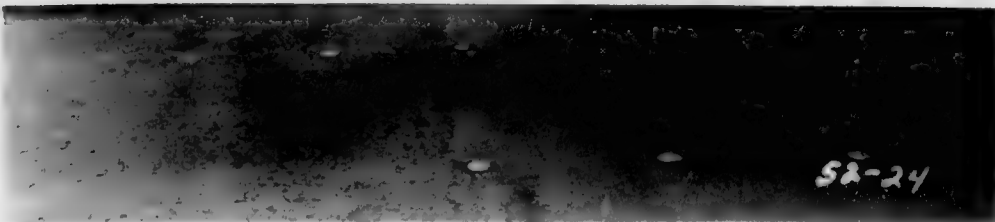




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52-20



52-24

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12-24



OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location

Skriden

Logged by

Ha

Car No. 51-3/

Road or Street

Morse St. 1st

Recorder

Аба

Date _____

6-12-52

Weather

Fair

Project

25 Jan '53

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

ROAD LOG DATA SHEET

Location 210, 111 Logged by ABU Car No. 51-51

Road or Street Monroe St Recorder W. H. H.

Date 6-12-53 Weather Clear Project 253 ran '53

[illegible]

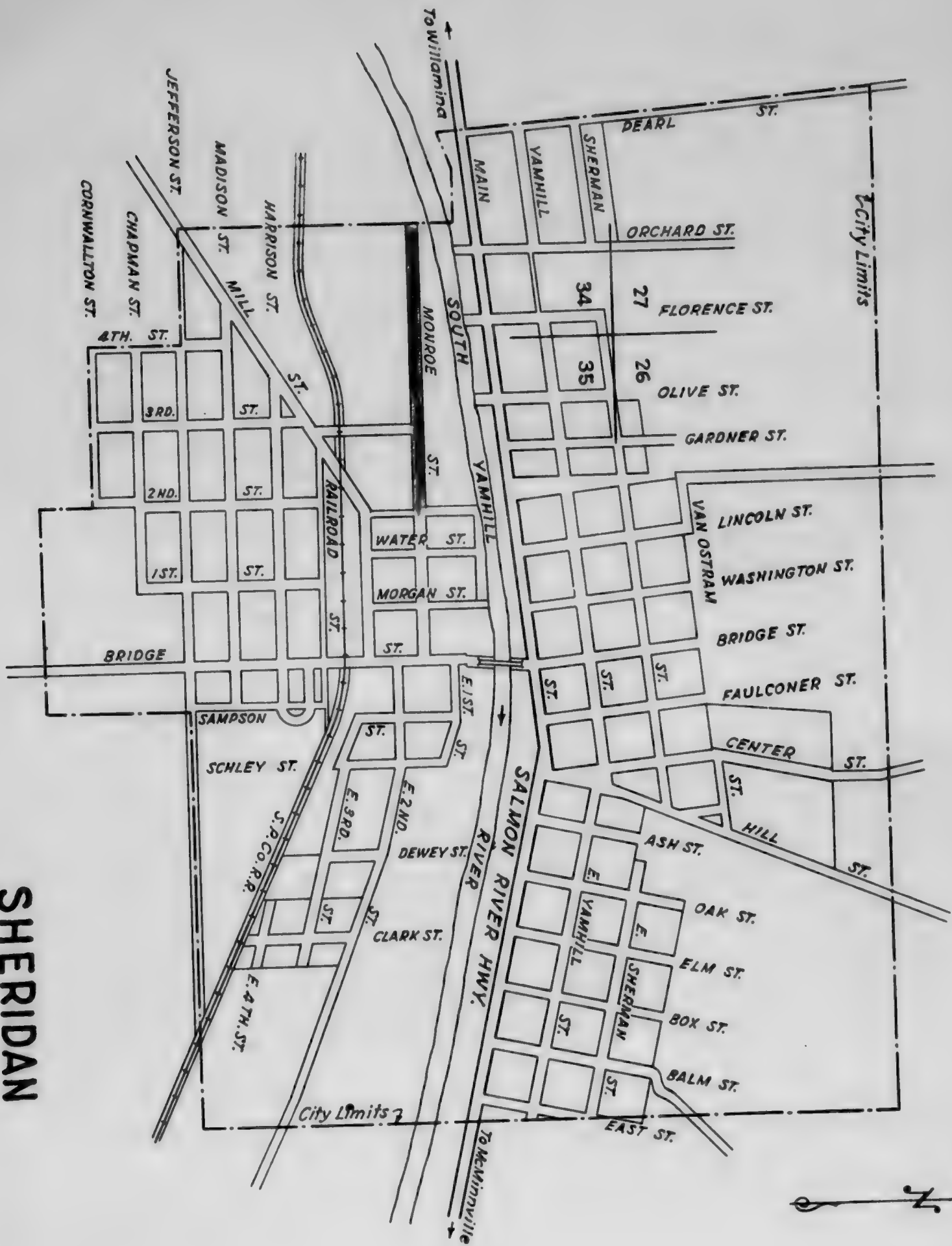
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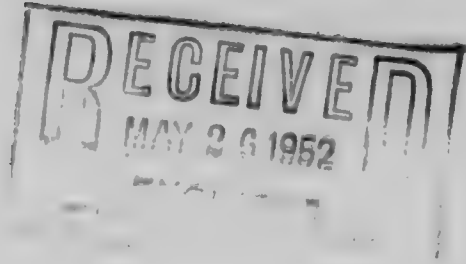
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SHERIDAN

Scale 1"=800'



5-22-52



RESOLUTION

Harold C. Ayers

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Sheridan is an incorporated city of the State of Oregon, and has a population of 1,992, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

Bridge Street, Monroe Street, Mill Street

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Bridge and Monroe also Mill Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of Sheridan does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Vern McKibben as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 22 day of May, 1952

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

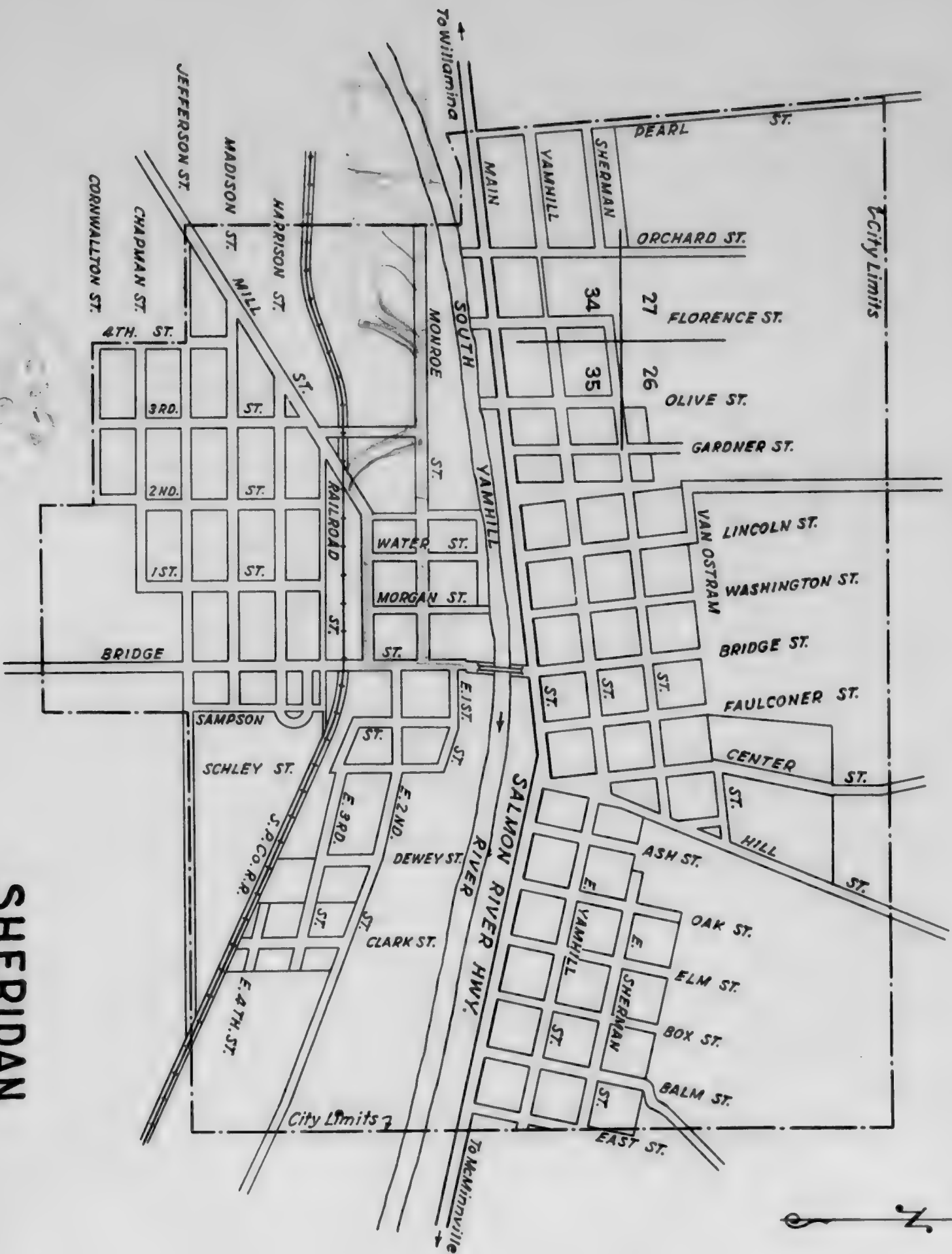
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sheridan at a regular or special meeting of said council, held on the 22 day of May, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 23 day of May, 1952.

W. H. Burchell
City Recorder

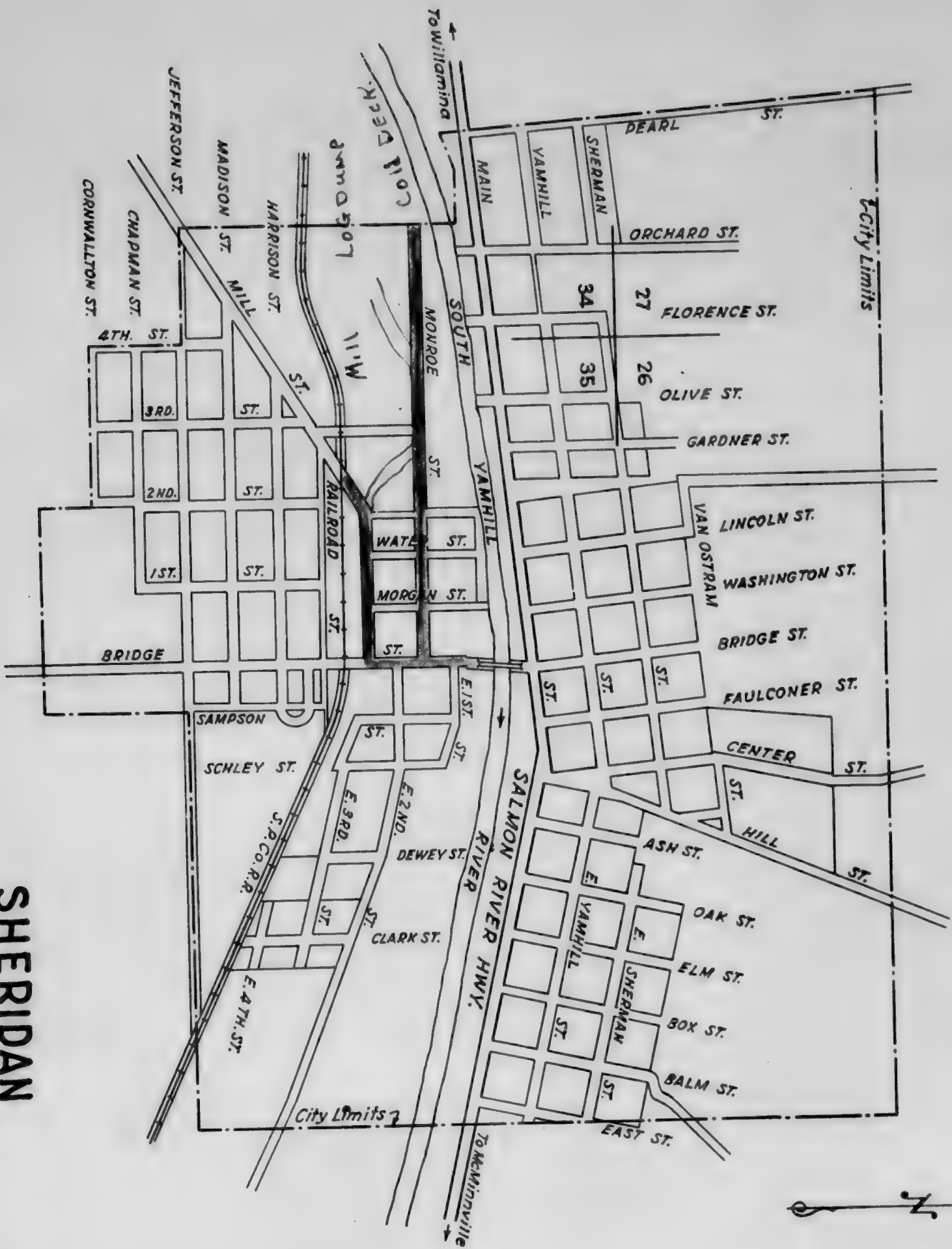
SHERIDAN

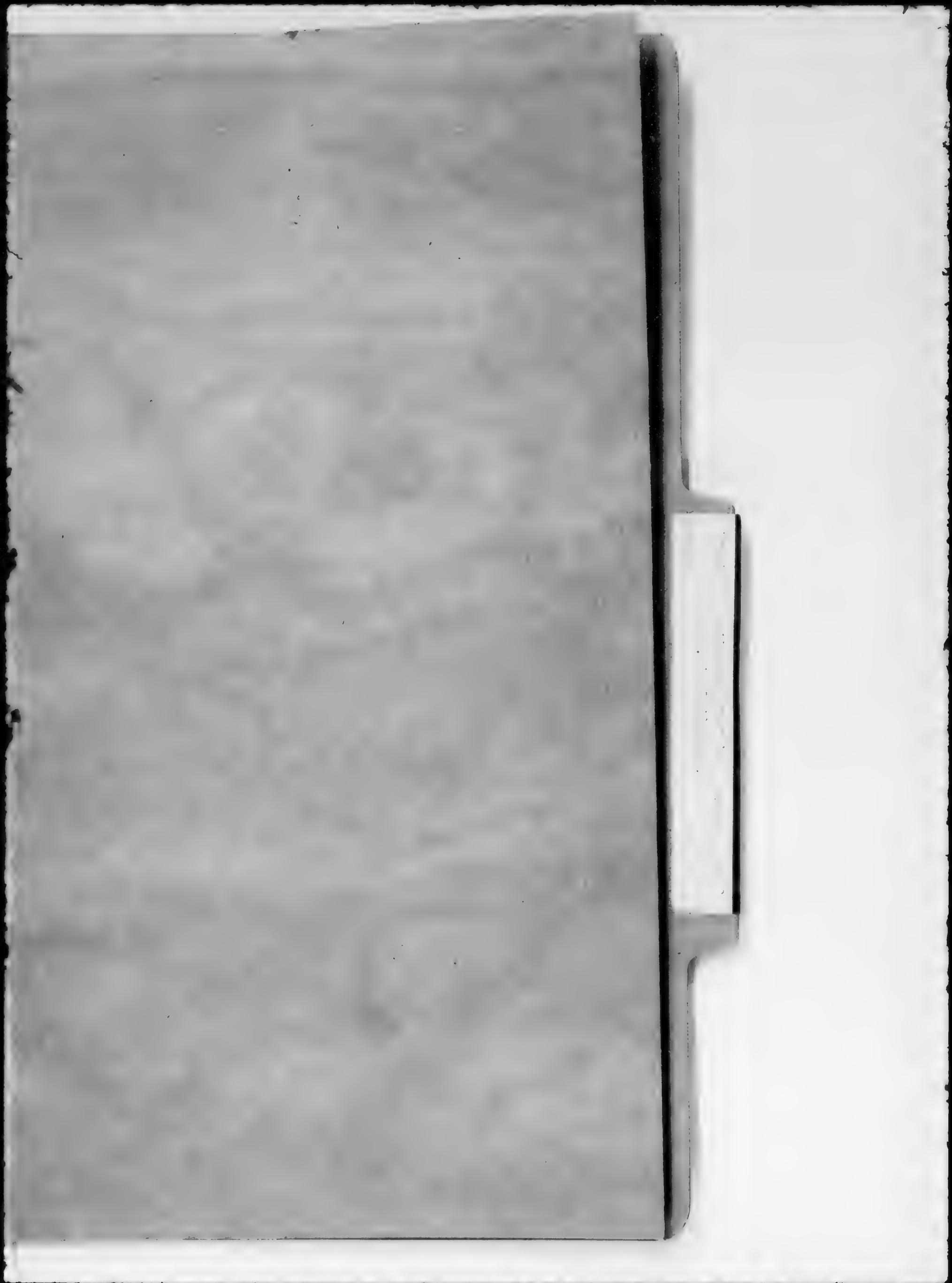
Scale 1"=800'



SHERIDAN

Scale 1"=800'





NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
April 24, 1957

G Street, Philomath

Mr. W. C. Williams
OFFICE

NOTED
John F. Hagemann

On April 22, 1957, Harold C. Ayers and I investigated the condition of G Street in Philomath, which was paved in 1953 with funds derived from the \$250,000 Special City Allotment fund.

The street was found to be generally in good condition. We noted a few localized bad spots, some of which were no doubt caused by sanitary sewer connections. (See pictures attached.)

We could see no need of a major project as approximately four tons of patching material would apparently correct any distressed areas and put the street in good condition. We believe this would be only normal maintenance and should be done by the city.

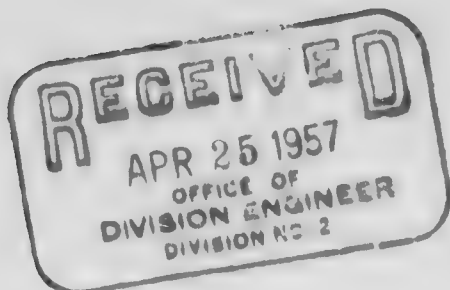
C. G. Swenson
Acting Engr., County & City Relations

HCA:mmm
Att.

NOTED
C. G. SWENSON

Bob

This drilling was done at the request of the construction Division (Webber). G. St is breaking up and they wanted it checked for base rock depth and sampled. This job was done in 53 or 54 We also rechecked M. St. Gregg discussed this with Ayers.



RECEIVED
P. HAMILTON

Indicate in Feet Distance from ground surface to various soil and rock formations	0	Hole # 2	175' from main st.
	7"	Base rock	3/4" minus crushed rock
		(Bag sample)	fairly dirty
	0	Hole # 3	250' from main street
	5"	Base rock -	3/4" minus crushed rock
			fairly dirty
	0	Hole # 4	450' from main st.
	7"	Base rock -	fairly dirty - 3/4" minus
			crushed rock
	0	Hole # 5	650' from main st.
	9'	Base rock -	3/4" minus crushed rock
		Bag sample	very dirty

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Division Engineer

W. J. J. J.

Soils, Geologist or Driller

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION
Construction Division

Project So. H. St. Highway Highway 101 Date 4.19, 1957

County Benton Res. Engineer _____ Prefix _____

Exploration equipment used mobile drill

Exploration area: Cut, depth _____ ft. Embankment fonda.—Emb. ht. _____ ft.

Station _____ Lt. _____ C. L. _____ Rt. _____

Borrow—Quarry—Location _____

Hole location _____

Slide—Horizontal hole _____ Vertical hole _____

Station _____ Lt. _____ C. L. _____ Rt. _____

Hole No. _____

Distance from ground surface to various soil and rock formations	Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
	0		HOLE #1 - 75' from main st.
	4"		base rock - 3/4" minus crushed rock fairly dirty material with compaction.
	0		Hole #2 175' from main st.
	7"		base rock 3/4" minus crushed rock (bag sample) fairly dirty
	0		Hole #3 250' from main st.
	5"		base rock - 3/4" minus crushed rock fairly dirty
	0		Hole #4 450' from main st.
	7"		base rock - fairly dirty - 3/4" minus crushed rock
	0		Hole #5 650' from main st.
	9"		base rock - 3/4" minus crushed rock fairly dirty (bag sample)

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Division Engineer

Soils, Geologist or Driller

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION
Construction Division

Project S. H. Street Highway Phelan at city street Date 4-19, 1957

County Benton Res. Engineer _____ Prefix _____

Exploration equipment used motor drill

Exploration area: Cut, depth _____ ft. Embankment fonda.—Emb. ht. _____ ft.

Station _____ Lt. _____ C. L. _____ Rt. _____

Borrow—Quarry—Location _____

Hole location _____

Slide—Horizontal hole _____ Vertical hole _____

Station _____ Lt. _____ C. L. _____ Rt. _____

Hole No. _____

Indicate in Feet Distance from ground surface to various soil and rock formations	Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
			11.6 ft 550' from main st.
			about 40% 3/4 minus. 20% dirt
			not compacted -
	5'		about 40% 3/4 minus crushed rock
			60% dirt. very loosely compacted
	14"		

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Division Engineer

N. Joffe
Soils, Geologist or Driller

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION
Construction Division

Project North of St Highway Chelmsford City - Trust Date 4-19-, 1957

County Benton Res. Engineer _____ Prefix _____

Exploration equipment used mobile drill

Exploration area: Cut, depth _____ ft. Embankment fonda.—Emb. ht. _____ ft.

Station _____ Lt. _____ C. L. _____ Rt. _____

Borrow—Quarry—Location _____

Hole location _____

Slide—Horizontal hole _____ Vertical hole _____

Station _____ Lt. _____ C. L. _____ Rt. _____

Hole No. _____

Indicate in Feet Distance from ground surface to various soil and rock formations	Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
	0		Hole # 7 - 36' from main st.
	4"		green rock - 3/4" minus about 80%
			20% dirt
	14"		about 40% 3/4" crushed rock
			10% dirt.
	0		Hole # 8 236' from main st.
			green rock - 3/4" minus crushed rock - 80%
	10"		20% dirt.

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Division Engineer

W. J. L.
Soils, Geologist or Driller

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION
Construction Division

Project S. M. St Highway City Street Date 4-17, 1957

County Benton Res. Engineer _____ Prefix _____

Exploration equipment used mobile drill

Exploration area: Cut, depth _____ ft. Embankment fonda.—Emb. ht. _____ ft.

Station _____ Lt. _____ C. L. _____ Rt. _____

Borrow—Quarry—Location _____

Hole location _____

Slide—Horizontal hole _____ Vertical hole _____

Station _____ Lt. _____ C. L. _____ Rt. _____

Hole No. _____

Indicate in Feet Distance from ground surface to various soil and rock formations	Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
			P.W. HOLE # 1 - St 1400 - 6' Rt 2
			1400 - 1450 - 50% gravel + 50% sand
4"			50% gravel + 50% sand 1" minus
			P.W. HOLE # 2 - St 2400 - 5' Rt
11"			Base rock
			P.W. HOLE # 3 - St 3400 - 6' Rt
11"			Base rock
			P.W. HOLE # 4 - St 4450 - 6' Rt
3"			Base rock
			P.W. HOLE # 5 - St 5450 - 5' Rt
5"			Base rock
			P.W. HOLE # 6 - St 6450 - 6' Rt
3"			Base rock

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Division Engineer

W. Zoller
Soils, Geologist or Driller

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION (OG)
Construction Division

Project 50 m. street Highway Liberty City Street Date 7-17, 1957

County Wentworth Res. Engineer _____ Prefix _____

Exploration equipment used metal drill

Exploration area: Cut, depth _____ ft. Embankment fonda.—Emb. ht. _____ ft.

Station _____ Lt. _____ C. L. _____ Rt. _____

Borrow—Quarry—Location _____

Hole location _____

Slide—Horizontal hole _____ Vertical hole _____

Station _____ Lt. _____ C. L. _____ Rt. _____

100' of soil
Drilled Holes to check depth of igneous rock Hole No. _____

Indicate in Feet Distance from ground surface to various soil and rock formations	Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
	0		P.W. HOLE # 7. St 7+50.5' Rt.
	3		base rock about 80% - 1" minus crushed
	0		20% and smaller
	4		P.W. HOLE # 8 - St 8+50.7' Rt.
			base rock
			P.W. HOLE # 9 - St 9+50.7' Rt.
			base rock
	10		P.W. HOLE # 10 - St 10+50.7' Rt.
	0		base rock
	7		P.W. HOLE # 11 - St 11+50.6' Rt.
	0		base rock
	6		P.W. HOLE # 12 - St 12+50.4' Rt.
	0		base rock
	8		

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Division Engineer

W. L. Latta
 Soils, Geologist or Driller

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION
Construction Division

Project 10th Street Highway Philomath City Street Date 4-19, 1957

County Benton Res. Engineer _____ Prefix _____

Exploration equipment used mobile drill

Exploration area: Cut, depth _____ ft. Embankment fonda.—Emb. ht. _____ ft.

Station _____ Lt. _____ C. L. _____ Rt. _____

Borrow—Quarry—Location _____

Hole location _____

Slide—Horizontal hole _____ Vertical hole _____

Station _____ Lt. _____ C. L. _____ Rt. _____

(100 feet) drilled to check depth of rock Hole No. _____

Distance from ground surface to various soil and rock formations	Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
	11		P. W. HOLE = 13 - St. 13+50 - 7' Rt.
	8		Rock - mostly 1" minus crushed sh. - small amount wet rock
	0		P. W. HOLE = 14 - St. 14+50 - 7' Rt.
	6		Rock -
	0		P. W. HOLE = 15 - St. 15+50 - 6' Rt.
	3		Rock -

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Division Engineer

Soils, Geologist or Driller

Laboratory number

(Do not use this space)

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Data Sheet

SAMPLE DATA SHEET

No A44797

Project (G. St) City of Philomath Prefix No. 37-1421-900
(Give name of section or bridge upon which material is to be used or from which sample is submitted) (This is important)

Highway City St County Benton

Contractor _____ Contract No. _____ F. A. Project No. _____
(Give name of contractor if work is under contract)

Submitted by W. Gaskill Title Soil Engr Address Salem

Identification of sample: A 44797 Sheet No. _____
(Preferably use sample number given at top of this sheet) (Numbers for each job to begin with one)

Shipped 4/19/57 By car Approximate quantity 2 Bagg
(Date) (Express, parcel post, freight)

Sampled by W. Gaskill Title Div. Soil Engr Address Salem

If sample submitted is of material to be used in construction or maintenance fill in following:

Kind of material Existing base rock To be used in _____ construction
(Bridge, culvert, pavement, macadam, surfacing)

What particular part of work _____
(Class A, B or C concrete, piers, superstructure, top course, base)

Purpose of test International

Source of sample #1 (1+75 0-7" bag) (6+50 0-7" bag) #2
(Give as accurate a location as possible)

10' Rt of E Sampled at 10' Rt of E

Has material from same source been tested previously _____ If so, give sample numbers _____

Quantity of material represented by sample _____

Average length of haul to job, by rail _____; water _____; overland _____

If sample is a paving sample taken from pavement in place, fill in following:

Kind of pavement _____ Course _____

Location by station numbers _____

Date laid _____ Date sampled _____

Remarks:

Sieve analysis, LL, PI, Plasticity

Sp. 54

INSTRUCTIONS:

This form is to be filled out and submitted whenever a sample of material or pavement is sent in for laboratory test or analysis. White sheet to be mailed directly to Engineer of Materials, Salem, Oregon, and blue to Division Engineer, except in the case of material for bridge construction when the blue copy is sent to Bridge Engineer, Salem, Oregon. Yellow sheet to be retained by inspector or field engineer. If the submitter of the sample is not the engineer in charge, the engineer should be named in the remarks. Note should be made if the material is to pass special specifications. The sample should be sent directly to Engineer of Materials, Testing Laboratory, Salem, Oregon, and should be marked with the sample number appearing at the top of this page.

Respectfully submitted,

W. Gaskill

MEMO TO FILES
7/18/56

CITY OF PHILOMATH - G Street Inspection

Contacted Mr. Gordon Larson and City Recorder Walker and with them inspected G Street in Philomath.

These gentlemen agreed that lack of maintenance was the cause of street failure.

The city has failed to keep the ditches open and drainage is very poor. Also, the city cut laterals, from sanitary sewer, across the pavement and did not properly backfill. The log trucks and lumber carriers dodge these ditches and shoulders break up and cause edge failure.

Advised them to dig out all soft spots at least 2 feet deep and replace with good heavy crushed rock and repave.

Mr. Larson said State forces had patched last year at city expense but did not excavate and backfill with rock.

They will try and get Morelock to make proper repairs and will pay costs.

H. C. Ayers

HCA:mm

H.C.A. — 7-13-54

Mr. Walker of Philomath called re the \$250,000 Project on "G" Street that was completed last year. He reported that heavy log trucks coming in off the county road from the south are breaking up the AC on the south end of the project. He would like you to contact either him or Mr. Gordon Larson and see what can be done. I told him that you could probably get down there the first part of next week.

[Signature]

Mr. Walker's phone is 19 W in Philomath

OREGON STATE HIGHWAY DEPARTMENT

(date)

Nov. 27, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3938

3-final

Warren Northwest, Inc.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

23023

R-81191

\$ 500.00

11/25/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

H. B. Glaisyer
ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1953

Time Extensions: Extended to Oct. 15, 1953 without penalty

Completion Date: Sep. 22, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-30-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A. G. Michlauder

11-30-53

RECEIVED
NOV 12 1953
FOR FILING

November 12, 1953

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3938 for paving on the Philomath ("G" St.) City Street Section in Benton County was completed by the contractor, Warren Northwest, Inc., on September 22 and was formally accepted by the Highway Commission on October 29, 1953.

Final payment in the amount of \$500.00 will be released to the contractor on or after November 23, 1953. The total contract amount is \$7,554.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.,
Portland 4, Oregon

NOTED ON CARD

11-12-53

RECEIVED
OCT 23 1953
FOR FILING

36-1761

October 23, 1953

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 3938, for paving on the Philomath ("G" St.) City Street Section in Benton County.

This payment, in the amount of \$3,782.55, will be released to the contractor on or after November 2, 1953. The retained percentage is \$500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 16 1953
FOR FILING

100-171
2007

October 15, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time September 15 to October 15, 1953 within which to complete your contract No. 3938, for paving on the Philomath ("O" St.) City Street Section in Benton County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: J. D. Walker,
Division Engineer

David Moehring,
Resident Engineer

H. G. Smith,
Construction Engineer

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

302-1701

For Week Ending September 26, 1953

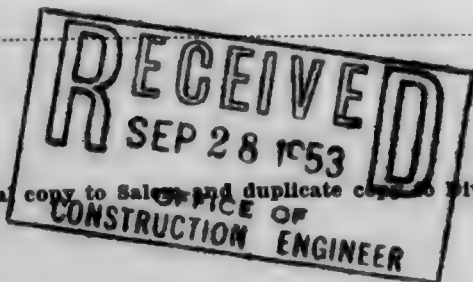
Section Philomath "G" Street Kind of work Paving
 Highway City Street Section prefix 302-1701
 Contractor Warren Northwest Inc. Contract number 3938
 Date of contract May 19, 1953 Date of completion September 15, 1953
 Date work started August 17, 1953 Estimated date of completion September 15, 1953
 Amount of contract \$ 9260.00 Per cent of time elapsed 100 %
 Estimated cost of completed project, exclusive of engineering \$ 7554.50
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 560.00, 76 % Date project was completed September 25, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shoulder rock placed on Wednesday. Job complete

NOTED
H. G. SMITH

NOTED
FORREST COOPER



Signed

David N. Moehring

Address

Box 110, Corvallis

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				0.34	0.34
Miles partially completed				0	
Miles completed				0.34	0.34
Total estimated quantities				6 Tons 40 Yds.	618 Tons
Estimated quantities moved or placed to date				6 Tons 40 Yds	618 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day 1					
Hours per shift 8					
Average force on project for week 6					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders 1..., Rollers 1..., Mixers, Crushing or screening plants

Comp. essors, Bulldozers, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	"		
Wednesday	Ptly Cldy		
Thursday	Clear		
Friday	"		
Saturday	"		

RECEIVED
SEP 22 1953
FOR FILING

302-1701

September 15, 1953

Request for extension of time
No. 17
September 14 and 25 meeting

Oregon State Highway Commission

Subject:

Memorandum is a request from Aaron Northwest, Inc. for an extension of time on the Milwaukie (B Street) Section, Contract No. 3728, from September 15, 1953 to October 15, 1953.

The contractor on this project also had the contract for the paving of the West Approaches to the Milwaukie Bridge, and, due to the urgency of opening this section, it was requested that he expedite the bridge approaches and complete this project at a later date.

Since the delay was at the request of the Department, I recommend the extension be granted without penalty.

Very truly yours,

A. H. Atwood
State Highway Engineer

Encl.

cc Mr. H. G. Smith

EAP - hi

RECEIVED
JUN 19 1953
FOR FILING

302-111
3937

June 18, 1953

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3938 awarded to you by the State Highway Commission on May 19, 1953, for paving on the Philomath ("G" Street) Section in Benton County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 28 1953
FOR FILING

300-1761

May 27, 1953

Ralph L. Walker, City Recorder
City Hall
Philomath, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Philomath covering the improvement of "G" Street from College Street to south city limits, a distance of approximately 0.32 mile, in connection with the \$250,000 Special City Allotment Fund.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 1

RECEIVED
MAY 11 1953
FOR FILING

200-1711
3934

May 20, 1953

Warren Northwest Inc.,
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 awarded to you State Highway Contract No. 3938 for construction of 0.33 mile of paving on the Philomath ("O" Street) Paving Project in Philomath, Benton County. This award was based on your bid of \$9,406.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Claisyer, Secretary

By

Floyd Query, Acting Secretary

chr

cc

H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

Whitworth

11-14-52

Preliminary Estimate

Start from College Street to south City limits
a distance of approximately 0.32 mile

Grading, plan, leveling, Curves and 3" asphalt
Concrete pavement 20" in width. (On base graded
by City (15'))

Preparation of base	0.32 mile	\$ 1000.00	\$ 320.00
3/4" - 0" in leveling	25' cycles	5.00	1125.00
Sprinkling	20' in gal	4.00	80.00
3/4" - 0" in binder course	35' cycles	5.00	175.00
KC 3 in binder course	7 tons	70.00	490.00
Class B asphalt concrete	700 tons	10.00	7000.00
Emulsified asphalt seal coat	4 tons	70.00	280.00
Aggregates seal coat	30 cycles	6.00	180.00
Preliminary Estimate of materials cost			\$ 12,650.00
12 1/2% Engineering & Construction			1581.25
Preliminary Engineering			450.00
			\$ 14,681.25

\$ 14,700.

11-14-52

Whitworth

10-16-52

Contacted Mr. Ralph Walker and explained the estimate to him, and also said the City would have to pay in either furnishing services or funds.

In the case of disturbed street sections the City to pay all cost of the construction in excess of \$15,000.

On the case of a highway section, prepare the street for the paving, by placing base rock, grading and draining.

Mr. Walker said he would get the Council convened and I got them to decide which plan they wished recommended and get resolution passed authorizing the payment of all cost in excess of \$15,000.

H. Cleyers

Philomath

10-10-52

Preliminary Estimate

"G" Street from College Street to South City limits
a distance of approximately 0.31 mile.

Grade, plane curbs, drainage and 3" asphaltic Concrete
pavement. 60' width from College Street to South Street; 50'
width balance

Excavation	950 Cuyds	\$1.50	\$1425.00
Type "C" Concrete Curbs.	120 Cuyds	48.00	5760.00
Concrete Catch basins	4 each	75.00	300.00
12" Concrete pipe	230 lin. ft.	2.25	517.50
3"-0 in base	2000 Cuyds	2.00	4000.00
3 1/4"-0 in base	925 Cuyds	3.25	3006.25
Sprinkling	90 M. gal	3.00	270.00
3 1/4"-0 in binder course	80 Cuyds	4.50	360.00
P.S. 2 in binder & seal coat	20 tons	60.00	1200.00
Class "B" Asphaltic Concrete	1800 tons	8.50	15300.00
Aggregate in seal coat	50 Cuyds	6.00	300.00
Preliminary Estimate of Construction Cost.			\$32,438.75
12 1/2% Engineering and Contingencies			4054.84
Preliminary Engineering Cost.			500.00
			<u>\$36,993.59</u>

\$37,000.00

\$6.12

Philomath

10-10-52

Preliminary Estimate

"S" Street from College Street to South City limits
a distance of approximately 0.31 mile.

Grade, place curbs, drainage and 3" asphaltic Concrete
pavement. 60' width from College Street to South Street; 50'
width balance

Excavation	950 cu yds	\$1.50	\$1425.00
Type "C" Concrete Curbs.	120 cu yds	48.00	5760.00
Concrete Catch basins	4 each	75.00	300.00
12" Concrete pipe	230 lin. ft.	2.25	517.50
3"-0 in base	2000 cu yds	2.00	4000.00
3/4"-0 in base	925 cu yds	3.25	3006.25
Sprinkling	90 M. gal	3.00	270.00
3/4"-0 in binder course	80 cu yds	4.50	360.00
R.S. 2 in binder & seal coat	20 tons	60.00	1200.00
Class "B" Asphaltic Concrete	1800 tons	8.50	15300.00
Aggregate in seal coat	50 cu yds	6.00	300.00
Preliminary Estimate of Construction Cost.			\$32,438.75
12 1/2% Engineering and Contingencies			4054.84
Preliminary Engineering Cost.			500.00
			<u>\$36,993.59</u>

\$37,000.00

Philomach

8-11-52

Contacted Mr. Ralph L. Walker and Mr. Gordon Larson and advised them we could not possibly aid them on but one of the streets requested; and requested them to name the one they wished to have us work on.

"L" & "M" are both used extensively by log trucks and are in poor condition. They both have recently had sewers laid down length and it will be costly to repair either one.

advised them, if they had the ability, they could grade and base and we could recommend a paving job.

They asked for more time to decide on what they could do, and asked me to call next month and they would then know.

HGA.

10-16-52

Larson Mr. Ralph Walker has said he thought the Chief of Police. Jack has said he knew definitely by now. He said he would write letter.

HGA

Philomath

8-11-52

Contacted Mr. Ralph L. Walker and Mr. Gordon Larson and advised them we could not possibly aid them on but one of the streets requested; and requested them to name the one they wished to have us work on.

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HGA.

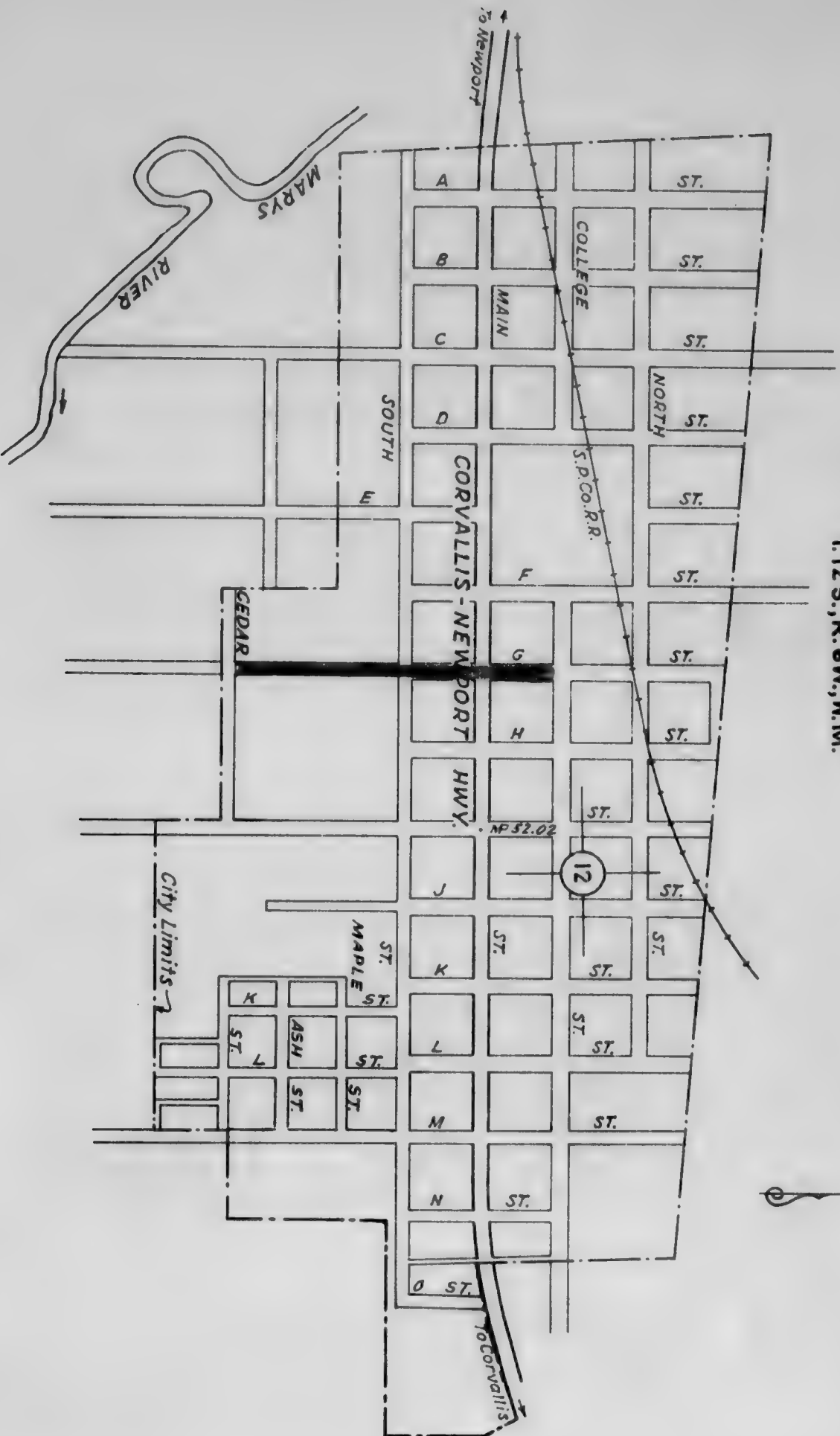
10-16-52

Larson Mr. Ralph Walker has said he thought the cheaper plan. Since then I had to know definitely why some. He said he would write letter.

HGA

PHILOMATH

Scale 1"=800'
BENTON COUNTY
T. 12 S., R. 6 W., W. M.



84-52



RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Philomath is an incorporated city of the State of Oregon, and has a population of 1,386, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

"G" Street, Commencing at the South City Limits and extending North to
College Street.

"I" Street, Commencing at Main Street and extending North to Railroad track.

"M" Street, Commencing at Main Street and extending South to City limits.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

"G" Street, commencing at the South City limits and extending North
to College Street.

"I" Street, commencing at Main Street and extending North to Railroad track.

"M" Street, commencing at Main Street and extending South to City limits.

Said streets to be reconditioned, repaired and other improvements

in the order given.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of Philomath does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Ralph L Walker as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 4 day of August, 1952.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

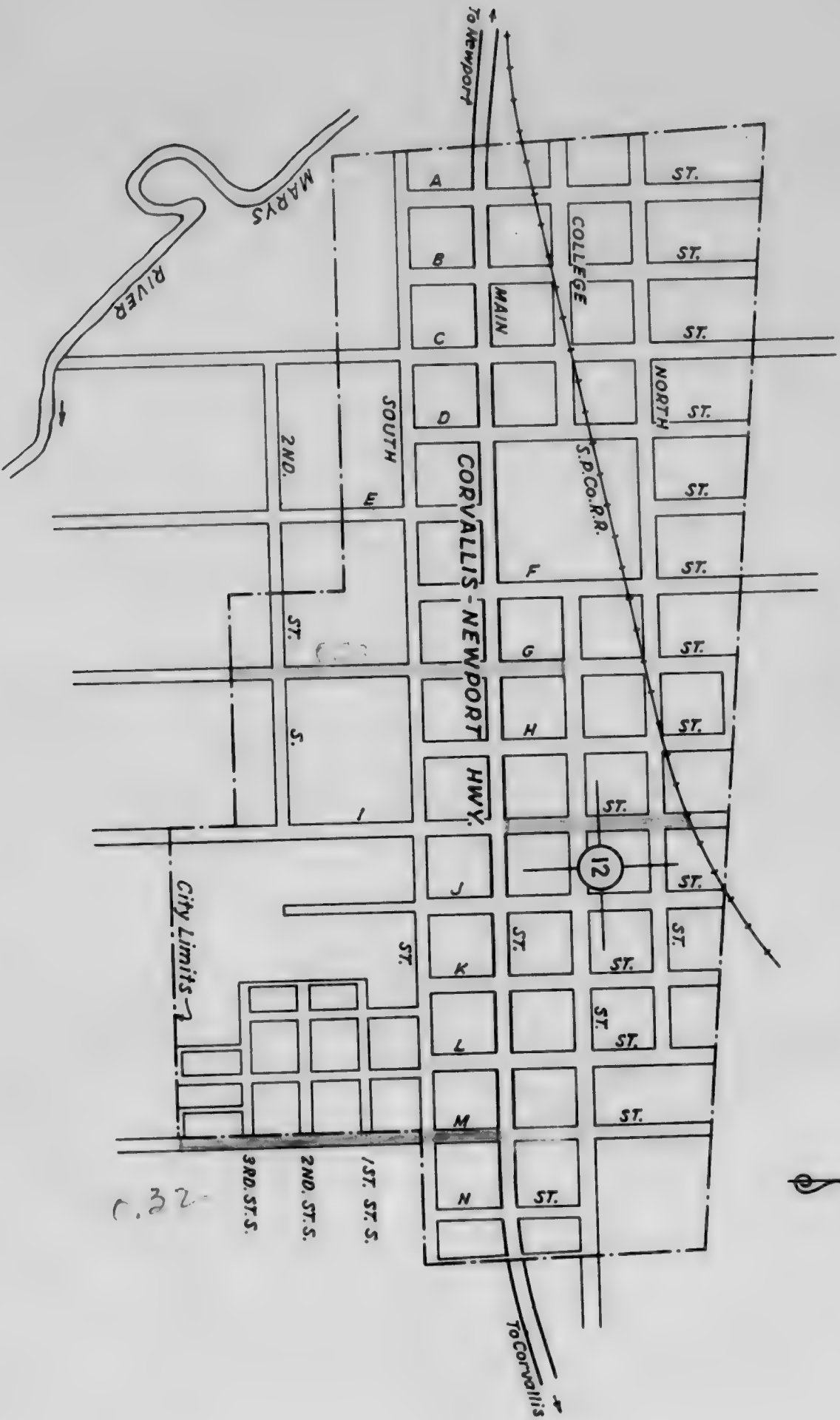
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Philomath at a regular or special meeting of said council, held on the 4 day of August, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 6 day of July, 1952

Ralph L Walker
City Recorder

PHILOMATH

Scale 1"=800'





R. H. Baldock
March 19th, 1954

FINAL COST ANALYSIS
Mussel Creek-Hunter Creek Section Rock Production
Calkins Crushing Co., Contractor
Contract #3939
George C. Baker, Resident Engineer

Oregon Coast Highway
Prefix 8-8305

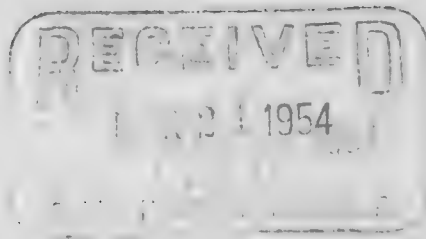
Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Cr. Material in Stockpile	4,317.63	Cu. Yd.	\$4.10	\$3.45	\$14,913.90	\$17,702.28
1/2"-1/4" Cr. Material in Stockpile	3,963.30	" "	4.10	3.45	13,689.98	16,249.53
1/4"-#10 Cr. Material in Stockpile	2,072.98	" "	4.10	3.45	7,160.46	8,499.22
S.P. Haul Adjustment, Favor of Contractor	2,157	Yd. Mi.	0.12	0.16	<u>345.12</u>	<u>258.84</u>
					\$36,109.46	\$42,709.87

Gross Revenue \$42,709.87

Total Cost 36,109.46

Net Profit \$ 6,600.41

Net Profit Equals 15.45% of Gross Revenue



R. H. Baldock

March 19th, 1954

OR FILING

Mussel Creek-Hunter Creek Section Rock Production
Contract #3939

FINAL COST ANALYSIS
Calkins Crushing Co., Contractor
George C. Baker, Resident Engineer

Oregon Coast Highway
Prefix 8-8305

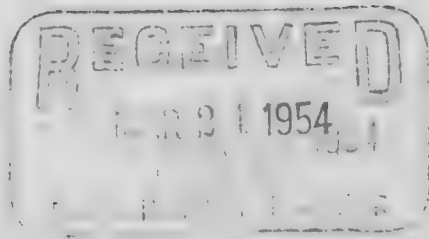
Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
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1/2"-1/4" Cr. Material in Stockpile	3,963.30	" "	4.10	3.45	13,689.98	16,249.53
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					\$36,109.46	\$42,709.87

Gross Revenue \$42,709.87

Total Cost 36,109.46

Net Profit \$ 6,600.41

Net Profit Equals 15.45% of Gross Revenue



Contract #3939

Detail of Cost

Labor:

Labor and Supervision
Labor Insurance

\$ 8,007.15
725.71

\$ 8,732.86

Equipment Rentals & Misc. Supplies:

Owned Equipment
Hired Trucks (Fully-operated)
Move In Cost
Gas, Oil and Grease
Bond
P.L. & P.D. Insurance
P.U.C. Fees
Small Tools & Misc. Supplies
Home Office & General Overhead

\$10,805.35
6,409.46
2,573.25
3,952.94
256.26
1,281.30
225.00
378.19
1,494.85

27,376.60

Total Cost \$36,109.46

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	10,353.91	Cu. Yd.	\$ 3,000.45	\$0.29
Load & Haul To Crusher	"	" "	5,278.99	0.51
Crush	"	" "	11,591.30	1.12
Haul to Stockpile (9.0 Mi. Av. Haul)	"	" "	15,010.44	1.45
Stockpile	"	" "	<u>1,228.28</u>	<u>0.12</u>
Total Cost of Material in Stockpile			\$36,109.46	\$3.49

Cost of Haul Equals \$0.16 per Yd. Mi.

Remarks:

This was a "State Contract" for the furnishing of approximately 9,500 cubic yards of crushed material in stockpiles for future use by state forces in maintenance work on the Oregon Coast Highway near Gold Beach.

The bids were opened and the contract awarded to the Calkins Crushing Company of Oceanlake, Oregon, on April 9th, 1953.

The contractor elected to use the state-designated gravel bar in Hunter Creek adjacent to the highway at M.P. 352.9, about 0.6 mile south of Gold Beach. The contractor started moving in on July 27th, and started crushing on August 6th. The crushing plant consisted of two gyratory crushers, one with a 100 h.p. diesel engine and the other with a 65 h.p. diesel. The electric power for conveyor motors, screen motors and water pumps was supplied by two diesel-electric generator sets, one 75 KW and the other 125 KW. After crushing only about 100 cu. yd. the plant was shut down to replace the 65 h.p. diesel with a 100 h.p. diesel on the secondary crusher. This took two days, and crushing began in quantity on Friday afternoon, August 7th.

The contractor worked one 10-hour shift six days a week. A TD-14 with skip-loader fed the plant the first week of operation, but this was shifted to stockpiling and the feeding was then done by a BE 3/4 cu. yd. shovel and two 6 cu. yd. dumpers. On August 25th, a summer storm raised the water in the creek 3 feet, and the contractor removed his pumps, switchboard and one power plant. These pieces were moved back in on August 27th, and 180 cu. yd. were crushed the next day, but water again chased them out. Crushing was again started on August 31st, but excess moisture and mud clogged the scalping screen and slowed the operation. Crushing was completed September 8th, and the site was cleaned up by September 12th.

Hauling to stockpile was done by 4 owned and 3 hired trucks.

Total elapsed time was 300 hours, with operating time 240 hours, for an average production of 43.1 cu. yd. per hour of operating time.

High bid prices, good production while operating and personal supervision by the contractor resulted in a good profit despite the interruption caused by high water. An overrun of 8 1/2% also helped increase the profit.

E. H. Clymer
Chief Cost Analyst

By . . Curtis H. Baker

RECEIVED
DEC 30 1953
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Dec. 28, 1953

(CONTRACT NO.) 9939

(EST. NO.)

(CONTRACTOR)

3939

4-final

CALKINS CRUSHING CO.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

24970

R-83197

\$ 1,221.09

12/24/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1953

Time Extensions: None

Completion Date: Sep. 8, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-29-53

To the Accounting Division:

Release of the above warrant is hereby authorized

[Signature]
H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED

12-29-53

RECEIVED
DEC 9 - 1953
FOR FILING

5-8905
2731

December 8, 1953

Pacific Indemnity Company
240 Henry Bldg.
Seattle, Washington

Gentlemen:

State highway contract No. 3939 for work performed on the Mussel Creek-Hunter Creek Section of the Oregon Coast Highway in Curry County was completed by the contractor, Calkins Crushing Company, on September 8, 1953 and was formally accepted by the Commission on October 29, 1953.

Final payment in the amount of \$1,221.09 will be released to the contractor on or after December 18, 1953. The total contract amount is \$42,709.87, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

RM

cc - Pacific Indemnity Company
Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

12-8-53
m

RECEIVED
OCT 22 1953
FOR FILING

1-7-15
39.29

October 22, 1953

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Calkins Crushing Co. on contract No. 3939, for rock production on the Mussel Creek-Hunter Creek Section of the Oregon Coast Highway in Curry County.

This payment, in the amount of \$2,426.69, will be released to the contractor on or after November 2, 1953. The retained percentage is \$1,283.16.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

10-22-53 (

OREGON STATE HIGHWAY COMMISSION
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 26, 19 53

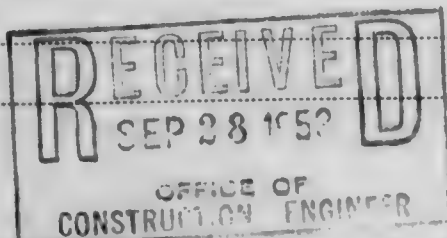
Section Mussel Creek - Hunter Creek Kind of work Rock Production
 Highway Oregon Coast Section prefix 8-8305
 Contractor Calkins Crushing Co. Contract number 3939
 Date of contract May 19, 19 53 Date of completion October 31, 19 53
 Date work started July 27, 19 53 Estimated date of completion Sept. 8, 19 53
 Amount of contract \$ 41,120.75 Per cent of time elapsed 50 %
 Estimated cost of completed project, exclusive of engineering \$ 43,771.94
 Per cent of contract completed, based on total contract price 109 %
 Engineering cost to date \$1,896.81, 47.5 % Date project was completed Sept. 8, 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office force working on Semi-Final Estimate and it should be
finished by Tuesday of next week.

NOTED
H. G. SMITH

NOTED
FORREST COOPER

Signed Forrest Cooper Resident EngineerAddress Box 741, Port Orford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

OREGON STATE HIGHWAY COMMISSION
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 26, 19 53

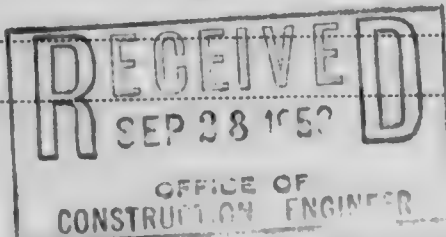
Section Mussel Creek - Hunter Creek Kind of work Rock Production
 Highway Oregon Coast Section prefix 8-8305
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General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office force working on Semi-Final Estimate and it should be
finished by Tuesday of next week.

NOTED
H. G. SMITH

NOTED
FORREST COOPER

Signed E. C. [Signature] Resident EngineerAddress Box 741, Port Orford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			9,500 C.Y.		
Estimated quantities moved or placed to date			10,355.79 C.Y.		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	"		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUN 26 1953
FOR FILING

June 24, 1953

Calkins Crushing Company
Oceanlake
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3939, which was awarded to you on May 19, 1953 by the State Highway Commission, covering rock production on the Mussel Creek-Hunter Creek Section of the Oregon Coast Highway in Curry County. This copy is for your files.

A copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours,

H. B. Olaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

~~Floyd Query, Acting Secretary~~

dc
encl.

RECEIVED
MAY 21 1953
FOR FILING

8-7015

May 20, 1953

Calkins Crushing Company
Box 547
Oceanlake, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 awarded to you State Highway Contract No. 3959 for the Mussel Creek-Hunter Creek Rock Production Project on the Oregon Coast Highway about 14 miles south of Port Orford in Curry County. This award was based on your bid of \$38,950.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary

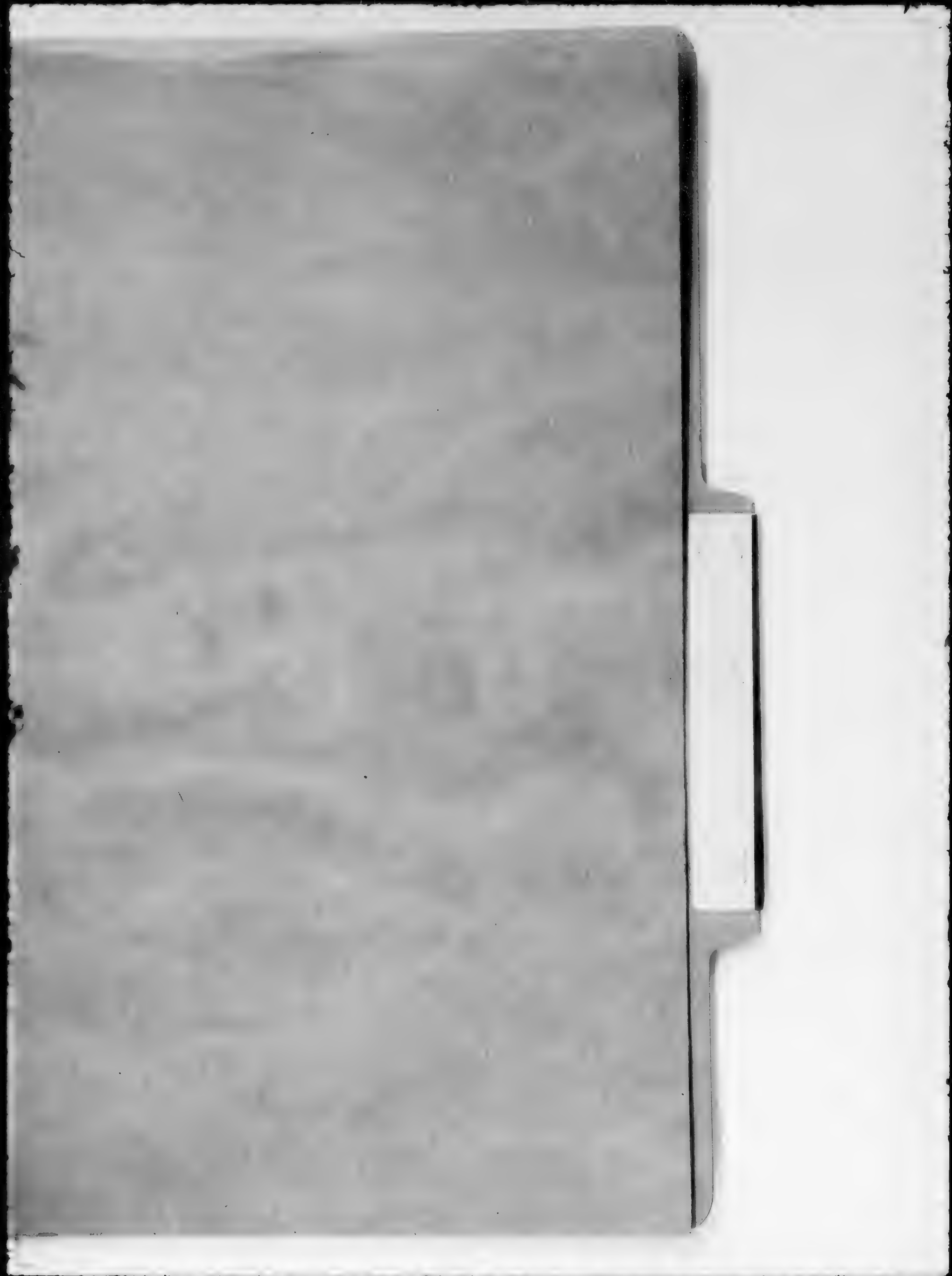
By

Floyd Query, Acting Secretary

chr

cc

H. G. Smith
S. H. Probert
W. M. Franawa, SIAC



RECEIVED
JAN 10 1955
FOR FILING

January 7, 1955

Oregon State Highway Commission

Re: Harris Beach Park

In constructing the overnight camping area at Harris Beach Park, very unfavorable soil conditions were encountered, which required additional excavation and surfacing materials to the extent that the project authorization shows an overrun of approximately \$4,000.

It is requested that you approve the additional project authorization of \$4,000, which will increase the project authorization from \$34,000 to \$38,000.

Very truly yours,

H. H. Saldon
State Highway Engineer

cc. Mr. C. H. Armstrong
Mr. C. H. Mason

WCW:me lg

RECEIVED
JAN 4 1955

FOR FILING

8-3311
FORM 850-10M-1-54

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Attached herewith is a tabulation of unit items pertaining to the construction of the Harris Beach Park camping area, showing the over-run of 12 percent.

The occasion for this over-run was in the main created by a very soft condition of the road during the time of construction, and it was necessary to increase all of the items pertaining to the project, including the excavation. It was necessary to extend the pipe culverts a considerable distance, and additional ones were required. The report is that ground water was found which could not be determined ahead of time.

We have an item of \$58,000 set up in our 1955 budget to take care of the carryover charges in connection with the contract jobs, and I am sure they will be sufficient in this allocation to take care of this over-run.

I recommend that you approve the over-run charge.

Very truly yours,

G. H. Armstrong
G. H. Armstrong
State Parks Superintendent

CHA:dk

cc Mr. G. S. Paxson



OREGON STATE HIGHWAY DEPARTMENT
(date)

January 6, 1955

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3940

10-Final

Leroy C. Weidenan

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

27287

R-112451

\$ 1,012.87

1/5/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION.

Specified Completion Date: Nov. 30, 1953

Time Extensions: to July 3, 1954 without penalty

Completion Date: July 3, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-6-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
DEC 24 1954

FOR FILING

8-3317
571

December 24, 1954

REGISTERED MAIL

American Surety Company of N. Y.
David A. Lewis, Asst. Manager
725 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 3940 for work performed on the Harris Beach Park on the Oregon Coast Highway in Curry County was completed by the contractor, LeRoy C. Weideman, on July 3, 1954, and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of \$1,012.87 will be released to the contractor on or after January 3, 1955. The total contract amount is \$33,762.32, of which amount \$565.34 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc: American Surety Company of New York
Arthur Knox Insurance Agency
Brookings
Oregon

NOTED ON CARD

dc

RECEIVED
DEC 10 1954
FOR FILING

8-3319

December 10, 1954

REGISTERED MAIL

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to LeRoy C. Weideman on contract No. 3940, for construction of Harris Beach Park Camping Area on the Oregon Coast Highway in Curry County. This payment in the amount of \$3,028.65 will be released to the contractor on or after December 20, 1954. The retained percentage is \$1,012.87.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Arthur Knox Insurance Agency
Brookings
Oregon

NOTED ON CARD

12-10-54

RECEIVED
DEC 7 - 1954
FOR FILING

2-307

December 6, 1954

Mr. Leroy Weideman
Box 227
Brookings, Oregon

Dear Sir:

This is in reply to your letter of December 1 concerning final payment on Contract No. 3940 for work on the Harris Beach Park camping area and, also, payment for two extra work orders which you submitted on August 27. Our records show that this project was completed on July 3 and accepted by the Highway Commission on October 28, 1954, and, also, that three extensions of time had been granted without penalty.

During the late summer and fall of this year, an extremely large number of contracts have been completed and accepted which has placed an unusual work load on the departments involved in getting out final payments. We sincerely regret that payment in your case has been delayed as long as it has. The check should be in your hands in about three weeks.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

LEROY WEIDEMAN

General Contractor & Builder

Box 227

BROOKINGS, OREGON

Dec. 1. 1954

State Highway Dept.
Salem, Oregon

Re: Harris Beach Park Camping Area
Contract #3640
Prefix No. S-3316-121-(11)
Curry County

Attn: Mr. H. L. Claitor

Dear Sir:

Harris Beach Park Camping Area was taken over for regular public use last Spring. On August 27, 1954 I prepared a cost sheet for the extra work ordered and requested by the Resident Engineer, James D. Thibault.

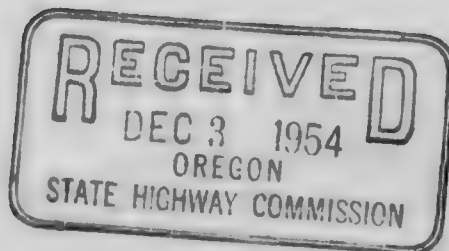
I am at a loss to understand why the final payment has not been received by me for the completion of the above contract and the additional cost of the extra work orders.

I would greatly appreciate having this matter terminated at the earliest possible time.

Very truly yours,

Leroy Weideman

REFERRED TO
James D. Thibault
BY SECRETARY



RECEIVED
NOV 15 1954
FOR FILING

8-3314
3740

November 8, 1954

Mr. LeRoy L. Seideman
Box 227
Brookings, Oregon

Dear Sir:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from May 15, 1954 to July 3, 1954, within which to complete your contract No. 3040, covering Harris Beach Park Camping Area on the Oregon Coast Highway in Curry County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

L. E. Clalayer, Secretary
OREGON STATE HIGHWAY COMMISSION

Elroy Curry, Assistant Secretary

cc:

Commission Awards,
Division Engineer

Norman T. Traubel,
Resident Engineer

W. F. Axson,
Asst. State Highway Engineer

RECEIVED
OCT 6 - 1954
FOR FILING

8-229
2/2/54

October 4, 1954

Oregon State Highway Commission

Request for extension of time
No. 6
October 28 and 29 meeting.

Continued

Re: Harris Beach Park Camping Area
Contract No. 3940

Lesley C. Weisenman, contractor for the Harris Beach Park Camping Area in Curry County, has requested a third extension of time from May 15, 1954, to July 3, 1954, in which to complete the contract.

All work in the original contract was completed before May 15, 1954. The contractor was required to perform additional work to increase the size of the sewage disposal system. This additional work was completed July 3.

It is recommended that this extension of time be granted without penalty to the contract. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCE/as
Attached

RECEIVED

FOR FILING

June 30, 1954

Mr. LeRoy J. Goldeman
Box 227
Brookings, Oregon

Dear Sir:

The State Highway Commission at its meeting held on June 23 had under discussion your request for an extension of time, from March 30 to May 15, 1954, within which to complete your contract No. 3940 covering Harris Beach Park Camping areas on the Oregon Coast Highway in Curry County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Norman D. Krobbiel,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
JUN 1 6 1954
FOR FILING

6-11
3712

June 14, 1954

Oregon State Highway Commission

Request for extension of time
No. 6
June 23 and 24 meeting.

Gentlemen:

Re: Harris Beach Park Camping Area
Contract No. 3940

Mr. LeRoy G. Swenson, contractor for the Harris Beach Park Camping Area on the Oregon Coast Highway in Curry County, has requested a second extension of time from March 30, 1954, to May 15, 1954.

The contractor has completed all work on the project by March 30, 1954, with the exception of placing crushed rock on the roadways and parking stalls. The only available supplier for this crushed rock was not able to furnish this material until May 11, 1954. The contractor completed all work on the project on May 14, 1954.

As the delay in delivery of the crushed rock was not the responsibility of our contractor and as the traveling public was not inconvenienced, it is recommended that this second extension be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

A. M. Hallock
State Highway Engineer

Attached

PMS/de

RECEIVED

FOR FILING

8-2-19

March 9, 1954

Mr. LeRoy C. Weideman
Box 227
Brookings, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on February 24, 1954, had under discussion your request for an extension of time from November 30, 1953 to March 30, 1954 within which to complete your contract No. 3940 for construction of the Harris Beach Park Camping Area in Curry County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

21

cc: Tom Edwards,
Division Engineer

Norman D. Krehbiel,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
FEB 9 - 1954
FOR FILING

8 19
3 14 11

February 4, 1954

Oregon State Highway Commission

Request for extension of time
No. 2

February 24-25 meeting.

Continuum:

Re: Harris Beach Park Camping Area
(Contract 344)

Mr. Leroy C. Weidman, contractor for the Harris Beach Park Camping Area, has requested an extension of time from November 30, 1953, the specified completion date, to March 30, 1954, in which to complete this contract.

Incident weather and poor subsurface drainage conditions encountered while constructing the road system in the camping area delayed the progress of the work. The work of installing all underground water lines and water service connections was delayed until December 24, 1953 by the refusal of the Brookings Water Company to install a meter and allow a connection to be made to the system. An agreement was finally reached, and the contractor was able to proceed with his work.

No additional engineering expense nor public inconvenience will result from this extension. It is recommended that the extension be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. E. Baldock
State Highway Engineer

Encl.

RMH:ga

RECEIVED
FOR FILING

8-2319
340

July 1, 1953

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3940, which was awarded to LeRoy C. Weideman by the State Highway Commission on May 19, 1953, for Harris Beach Park Camping Area in Curry County.

We are sending you a copy of this contract for your files as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

cc: Arthur Knox Insurance Agency
Brookings, Oregon

RECEIVED
FOR FILING

May 20, 1953

Mr. Leroy Weideman
P. O. Box 227
Brookings, Oregon

Dear Mr. Weideman:

The State Highway Commission on May 19, 1953 awarded to you State Highway Contract No. 3948 for the Harrie Beach Park Camping Area in Curry County. This award was based on your bid of \$27,462.40 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaseyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

chr

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franova, SIAC

9-3651 Equipment Repair Shop, Office 1953
Bldg. & Storage Shed at Bend
#3941 Folder # 2

RECEIVED
OCT 12 1954
FOR FILING

9-3651

Miss Lewis

October 11, 1954

General Casualty Company of America
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. A. L. Tebault, Manager
Claims Department

Dear Mr. Tebault:

Thanks a lot for your letter of October 8, transmitting releases from Bryan W. Burtch Company and Mathers & Son of their claims against Paul B. Emerick, arising out of State Highway Contract No. 3941, for construction of State Highway buildings near Bend.

These releases will be recorded in our job records in the usual manner, and will close our files on the subject.
Final payment in connection with this job, as you will recall, was placed in the mail on September 23, 1954.

I appreciate the compliment expressed in the second paragraph of your letter, and can say it has been a pleasure to work with you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Floyd Query

W. J. Spunner
By *Dave H. Geil*



H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
SAFECO® INSURANCE CO. OF AMERICA

HOME OFFICES—SEATTLE 5, WASHINGTON

PORTLAND SERVICE OFFICE
TEL: ATWATER 3123

LINCOLN BUILDING

PORTLAND 4, OREGON
209 S.W. 4TH AVENUE

October 8, 1954

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer

Dear Mr. Glaisyer:

Oregon State Highway Commission Contract No. 3941
Our Claim File No. 36 - 371-178 - Bond No. 260805 - Paul B. Emerick, Principal

I am enclosing herewith executed Release and Assignment forms from the two (2) remaining creditors on the above job which have been paid, namely: Mathers & Son in the amount of \$9.38 and Bryan W. Burtch Company in the amount of \$35.78.

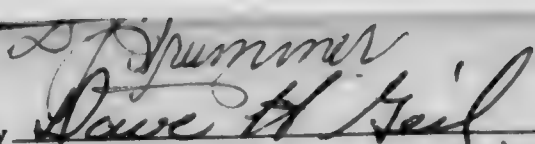
This should complete your file in connection with this matter, and again I wish to thank you for your kind cooperation.

Yours very truly,


A. L. TEBAUTL
Manager Claims Department



ACKNOWLEDGED
H. B. GLAISYER

By 
Dave H. Geil

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon
Oregon State Highway Commission Contract # 3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Bryan W. Burtch Co.
of Portland, Oregon in consideration of the sum of Thirty five and 78/100 Dollars (\$ 35.78)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 11th
day of September, 19 54.

(CORPORATE SEAL)

Bryan W Burtch Co
L. J. Jumper
By Dave H. Geil
Its partners

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission,
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop. Office Building and Storage Shed at Bend, Oregon.
Oregon State Highway Commission Contract # 3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Mathers and Son
of Portland, Oregon in consideration of the sum of
Nine and 38/100 Dollars (\$9.38)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this _____
day of _____, 19____.

(CORPORATE SEAL)

Mathers & Son

By William Mathers

Its _____

CORPORATE ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me personally appeared _____, to me known to be the _____ and _____ of _____, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that _____ executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

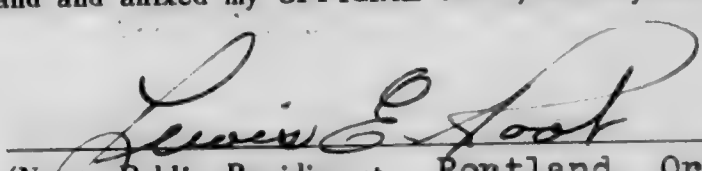
(Commission Expires _____)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

On this 11th day of September, 19 54, before me personally appeared DAVE H. GEIL, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that he executed the same for the purposes, considerations and uses therein set forth as his voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.


(Notary Public, Residing at Portland, Oregon.)

(SEAL)

(Commission Expires 5/25/56)

9-3651

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 21, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
<u>3941</u>	<u>11-A Final</u>	<u>PAUL B. EMERICK</u>	<u>19250</u>	<u>R-104392</u>	<u>\$ 3,329.45</u>	<u>9/20/54</u>

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: May 5, 1954

Date Accepted: May 11, 1954

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 9-22-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: SEP 23 1954

NOTED ON CARD

9-23-54

RECEIVED
SEP 14 1954
FOR FILING

9-3451
3741

September 13, 1954

General Casualty Company of America
209 S. W. Fourth Avenue
Portland, Oregon

Gentlemen:

We have received a carbon of a letter from Bend
Medi-ix Company addressed to the Secretary of State in
which they write as follows:

"Please be advised that payment in full has been
received for all materials furnished Concrete Construction
Co., subcontractors on Paul B. Emerick Contract #3941,
your file #3457 for construction of the Oregon State High-
way Division Shops in Bend."

This claim was in connection with Paul B. Emerick's
Contract for construction of buildings for the Highway De-
partment in Bend under Contract No. 3941.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:adm

cc - Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

NOTED ON CARD

1-13-54, S

RECEIVED
SEP 14 1954
FOR FILING

1-5151
3941

September 13, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: M. McVay

Dear Sir:

This is to acknowledge your letter of September 9th to which was attached a copy of a letter from the Bend Redi-Mix Company advising that payment in full had been received for all materials furnished to Concrete Construction Company, subcontractors to Paul B. Emerick, on State Highway Contract No. 3941.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

BAQ:mdm

NOTED ON CARD

9-13-54, g



EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 1, 1954

E. H. H. Whittier, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The enclosed copy of a letter from the Seal-Adm Co.,
Salem, Ore., dated Sept. 1, 1954 has been received. On file
is a copy of the letter from the Seal-Adm Co., Inc. dated
Sept. 1, 1954, and the enclosed copy of the letter from the Seal-Adm
Co., Inc. dated Sept. 1, 1954.

Very truly yours,

Earl T. Newbry
Secretary of State

M. Mac Vay

Secretary
Record Division

cc:
me.

REFERRED TO
query
BY SECRETARY

usual letter



INDEXED ON CARD

1-1-54

EMP

September 13, 1954

Mr. A. L. Tebault, Manager
Claims Department
General Casualty Company of America
209 S. W. 4th Street
Portland 4, Oregon

Dear Mr. Tebault:

I wish to acknowledge and thank you for your letter of September 10, 1954 forwarding release from the Bend Redi-Mix Company of its claim against Paul B. Emerick arising out of State Highway Contract No. 3941 for the construction of State Highway Buildings near Bend. I appreciate very much receiving this release, note of which I am recording in the records of this job.

I wish to take the opportunity to thank you for the kind remarks contained in the second paragraph of your letter. It was nice of you to express yourself in that manner, and I can assure you that the feeling is mutual.

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. Query

NOTED ON CARD

9-13-54

September 13, 1954

Mr. A. L. Tebault, Manager
Claims Department
General Casualty Company of America
209 S. W. 4th Street
Portland 4, Oregon

Dear Mr. Tebault:

I wish to acknowledge and thank you for your letter of September 10, 1954 forwarding release from the Bend Redi-Mix Company of its claim against Paul B. Emerick arising out of State Highway Contract No. 3941 for the construction of State Highway Buildings near Bend. I appreciate very much receiving this release, note of which I am recording in the records of this job.

I wish to take the opportunity to thank you for the kind remarks contained in the second paragraph of your letter. It was nice of you to express yourself in that manner, and I can assure you that the feeling is mutual.

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. Query

NOTED ON CARD

9-13-54



H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
SAFECO® INSURANCE CO. OF AMERICA

HOME OFFICES—SEATTLE 5, WASHINGTON

PORTLAND SERVICE OFFICE
TEL: ATWATER 3123

LINCOLN BUILDING

PORTLAND 4, OREGON
209 S.W. 4TH AVENUE

September 10, 1954

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer:

Dear Mr. Glaisyer:

Oregon State Highway Commission Contract No. 3941
Our Claim File No. 36-37178
Bond No. 260805 - Paul B. Emerick, Principal

With reference to our conversation in your office recently, I am pleased to advise that we have now received the releases back from Bend Readymix Company and I am enclosing herewith for your file the original signed copy that release. You will remember that I advised you that there was some difficulty on this item, but I did have a letter which I left with you from Concrete Construction Company agreeing to hold everyone harmless for any additional charges above the amount of their claim of \$ 1,499.95. However in the meantime, Bend Readymix Company have apparently seen fit to sign the releases as they were submitted and this will complete your file I am sure.

I wish to thank you again for the very wonderful cooperation you have given us in connection with this matter.

Yours very truly,


A. L. TEBAUT, Mgr.
Claims Department



ACKNOWLEDGED
H. B. GLAISYER

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick,
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission,
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage shed at Bend, Oregon
Oregon State Highway Commission Contract #3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Bend Ready Mix Co.

of Bend, Oregon in consideration of the sum of
One thousand four hundred ninety nine and 95/100 Dollars (\$ 1499.95)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 8th
day of September, 1953.

(CORPORATE SEAL)

By Bend Ready Mix Co.
J. S. Nelson

Its _____

CORPORATE ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me personally appeared _____, to me known to be the _____ and _____ of _____, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that _____ executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Deschutes)

On this 8th day of September, 19 54, before me personally appeared J. D. Wilson, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that he executed the same for the purposes, considerations and uses therein set forth as his voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

Garrett A. English
(Notary Public, Residing at Bend, Oregon)

(SEAL)

(Commission Expires July 2, 1955)

RECEIVED

FOR FILING

9-3-54
SEP 11

September 8, 1954

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

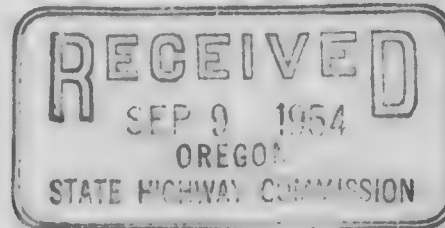
Please be advised that payment in full has been received for all materials furnished Concrete Construction Co., sub-contractors on the Paul B. Emerick Contract #3941, your file #3457 for construction of the Oregon State Highway Division Shops in Bend.

Very truly yours;

J.D.Nelson

cc: Paul B. Emerick Co.
Oregon State Highway Commission
General Casualty Co. of America
Dooly and Co., Agents

REFERRED TO
BY SECRETARY



Its

Secretary

RECEIVED
SEP 8 - 1954

FOR FILING

9-30-54
37111

September 7, 1954

General Casualty Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland, Oregon

Attention: Mr. A. L. Tebault,
Claims Manager

Gentlemen:

This is to acknowledge the papers that you handed me in person today, being evidence of the payment of all claims arising out of the contract awarded by the State Highway Commission to Paul E. Emerick for the construction of office building, repair shop, and storage shed, etc., at Bend, State Highway Contract No. 3941.

These papers appear to meet the requirements of the State Highway Commission. Accordingly, I authorized the Auditor to release final payment to Mr. Emerick as soon as the warrant covering such payment is received from the Secretary of State. The final amount will be \$3,329.45.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:mm

cc: C. H. Maison

NOTED ON CARD

9-7-54

By

Its

Secretary

CONCRETE CONSTRUCTION CO.

1635 S. E. ELEVENTH AVENUE
PORTLAND 14, OREGON

Complete Concrete Service
Compressor Work

No job too large or too small
Estimates gladly given



September 2, 1954

General Casualty Company,
209 SW 4th St.,
Portland 4, Oregon.

Att: Mr. Tebault

Gentlemen:

This letter is in confirmation of our telephone conversation of this afternoon regarding the Bend Redimix Company.

This letter is to acknowledge the receipt of a check drawn jointly payable to Bend Redimix Company and Concrete Construction Company in the amount of \$1,499.95 from the General Casualty Company and we agree to hold them harmless and accept full responsibility for any amount over and above the aforementioned figure that Bend Redimix might feel that they have coming to them.

Very truly yours,

Concrete Construction Company

By

John J. Whelan
President

ACKNOWLEDGED
H. B. GLAISYER

LETTER TO *Tebault*
DATE *9/2/54*

RECEIVED
9-7-54

By

Its

Secretary

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon.
Oregon State Highway Commission Contract # 3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Fitzgibbon Glass Company
of Portland, Oregon in consideration of the sum of
Five hundred sixteen and 98/100 Dollars (\$ 516.98)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 20
day of August, 1954.

(CORPORATE SEAL)

FITZGIBBON GLASS CO

By

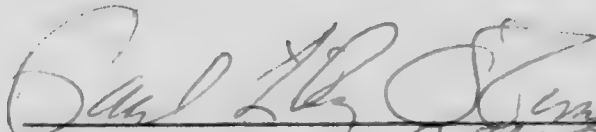
Its

CORPORATE ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Multnomah)

On this 23 rd day of August, 19 54, before me personally appeared J.B. Maxwell, to me known to be the Manager of Fitzgibbon Glass Company and Secretary of the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that he executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.


(Notary Public, Residing at Booth Oxy)
(Commission Expires 6-26-55)

(SEAL)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19 _____, before me personally appeared _____, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that _____ executed the same for the purposes, considerations and uses therein set forth as _____ voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

(Notary Public, Residing at _____)
(Commission Expires _____)

(SEAL)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick,
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission,
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon.
Oregon State Highway Commission Contract # 3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Paulson Machine Works
of Portland, Oregon in consideration of the sum of
Four hundred twenty one and 73/100 Dollars (\$ 421.73)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 21
day of August, 19 54.

(CORPORATE SEAL)

Paulson Machine Works

By Walter O. Paulson

Its Partner

CORPORATE ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me
personally appeared _____,
to me known to be the _____ and _____
of _____,
the corporation executing the above instrument, and acknowledged said instrument to be the free and volun-
tary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the
seal affixed is the seal of said corporation and that it was affixed and that _____ executed said
instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first
above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Mult.)

On this 21 day of August, 1954, before me
personally appeared Walter O. Paulsen Jr.,
to me known and known to me
to be the individual(s) described in and who executed the foregoing instrument and acknowledged that he
executed the same for the purposes, considerations and uses therein set forth as his
voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year
first above written.

Ch. Ferrasson
(Notary Public, Residing at _____)

(SEAL)

(Commission Expires MY COMMISSION EXPIRES DEC. 30, 1955)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon
Oregon State Highway Commission Contract # 3941
, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Cascade Glass Company

of Bend, Oregon in consideration of the sum of
Forty two and 00/100 Dollars (\$ 42.00)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 20
day of August, 1954.

(CORPORATE SEAL)

By Mrs. Paul Reasoner

Its _____

CORPORATE ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me personally appeared _____, to me known to be the _____ and _____ of _____, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that _____ executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Deschutes)

On this 20th day of August, 19 54, before me personally appeared Mrs. Paul Reason, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that she executed the same for the purposes, considerations and uses therein set forth as her voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

Owen M. Ferguson
(Notary Public, Residing at Beast, Oregon)

(SEAL)

(Commission Expires Oct 17, 1954)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission,
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop. Office Building and Storage Shed at Bend, Oregon.
Oregon State Highway Commission Contract # 3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Bend Iron Works

of Bend, Oregon in consideration of the sum of
Two hundred eighty three and 55/100 - - - - - Dollars (\$ 283.55)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this Twentieth
day of August, 19 54.

(CORPORATE SEAL)

BEND IRON WORKS

By Henry A. [Signature]

Its General Manager - Vice President

CORPORATE ACKNOWLEDGMENT

STATE OF Oregon)
COUNTY OF Deschutes) SS

On this 20th day of August, 19 54, before me personally appeared H. A. Kyzdrowski, to me known to be the General Manager and Vice President of Bend Iron Works, Inc., the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that he executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

Orren M. Palmer
(Notary Public, Residing at Bend, Oregon)
(Commission Expires Oct. 17, 1954)

(SEAL)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF _____)
COUNTY OF _____) SS

On this _____ day of _____, 19 _____, before me personally appeared _____, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that _____ executed the same for the purposes, considerations and uses therein set forth as _____ voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

(Notary Public, Residing at _____)
(Commission Expires _____)

(SEAL)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage shed at Bend, Oregon
Oregon State Highway Commission Contract #3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned H&S Plumbing and Heating Co.
of Eugene, Oregon in consideration of the sum of Three thousand eight hundred forty two and 04/100 Dollars (\$ 3,842.04) paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 20TH day of AUGUST, 1954.

(CORPORATE SEAL)

H & S Plumbing & Heating Co.

By Jack Thurney
Clarence H. Vos
Its _____

CORPORATE ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19 54, before me personally appeared _____, to me known to be the _____ and _____ of _____, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that _____ executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF OREGON)
) SS
COUNTY OF LANE)

On this 20TH day of AUGUST, 19 54, before me personally appeared JACK HENNEN AND CLARENCE VOS, OWNERS AND DBA H AND S PLUMBING & HEATING CO., to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that THEY executed the same for the purposes, considerations and uses therein set forth as THEIR voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

Bryant G. DeR...
Bryant G. DeR... (Notary Public, Residing at EUGENE, OREGON)

(SEAL)

(Commission Expires APRIL 11, 1955.)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick,
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation
of Seattle, Washington, _____,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission,
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in
the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office
Building and Storage Shed at Bend, Oregon.
Oregon State Highway Commission Contract # 3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the under-
signed and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for
payment thereof,

NOW, THEREFORE, the undersigned Ed Weller Painting Co.
of Portland, Oregon in consideration of the sum of
Six hundred twenty seven and 23/100 - - - - - Dollars (\$ 627.23)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned,
transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY,
its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow
due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the
labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecu-
tion of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for
its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in
its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY
and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or
in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of
SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full
payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 25th
day of August, 1954.

(CORPORATE SEAL)

Ed Weller Painting Co.
By Ed Weller
Its Owner

CORPORATE ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19 _____, before me personally appeared _____, to me known to be the _____ and _____ of _____, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that _____ executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Multnomah)

On this 25th day of August, 19 54, before me personally appeared J. Ed Miller of 5728 NE Hollingworth St, Portland, Oregon, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that he executed the same for the purposes, considerations and uses therein set forth as _____ voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

Mary Gaiow
(Notary Public, Residing at 6523 NE Wygant St)

(SEAL)

(Commission Expires MY COMMISSION EXPIRES NOV. 15, 1957)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick

hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,

hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission

hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon
Oregon State Highway Commission Contract # 3941

, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Oregon Art Tile

of Portland, Oregon in consideration of the sum of
Ninety five and 63/100 Dollars (\$ 95.63)

paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 24th
day of August, 19 54.

(CORPORATE SEAL)

Oregon Art Tile Co.

By J. B. Batten, Mgr.

Its _____

CORPORATE ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me personally appeared _____, to me known to be the _____ and _____ of _____, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that _____ executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Multnomah)

On this 24th day of August, 1954, before me personally appeared J.W. Batcheller, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that he executed the same for the purposes, considerations and uses therein set forth as his voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

Walter C. Olson
(Notary Public, Residing at Portland, Oregon.)

(SEAL)

(Commission Expires Sept. 21 1957)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick

hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,

hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission

hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon.

Oregon State Highway Commission Contract # 3941

, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Zimmerman and Stricklett

of Bend, Oregon in consideration of the sum of One thousand five hundred sixty seven and 44/100 Dollars (\$ 1567.44) paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 23rd
day of August, 19 54.

(CORPORATE SEAL)

Melbourne Stricklett
Chas. J. Zimmerman

By _____

Its _____

CORPORATE ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me personally appeared _____, to me known to be the _____ and _____ of _____, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that _____ executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF OREGON)
) SS
COUNTY OF DESCHUTES)

On this 23rd day of August, 19 54, before me personally appeared Melbourne Stricklett and Arlie L. Zimmerman, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that they executed the same for the purposes, considerations and uses therein set forth as their voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

Owen M. Parnum
(Notary Public, Residing at Bend, Oregon)

(SEAL)

(Commission Expires Oct. 17, 1954)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon
Oregon State Highway Commission Contract #3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Hendrickson and Sletta
of Bend, Oregon in consideration of the sum of Four hundred twenty eight and 81/100 Dollars (\$428.81)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 24th
day of August, 19 54.

(CORPORATE SEAL)

Hendrickson & Sletta

By Ivan L. Sletta
Ivan L. Sletta, Partner

Its _____

CORPORATE ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me personally appeared _____, to me known to be the _____ and _____ of _____, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that _____ executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Multnomah)

On this 24th day of August, 19 54, before me personally appeared Ivan L. Sletta, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that HE executed the same for the purposes, considerations and uses therein set forth as a voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

Elizabeth M. Munderoff
(Notary Public, Residing at _____)
NOTARY PUBLIC FOR OREGON
(Commission Expires My Commission Expires Feb. 19, 1956)

(SEAL)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick

hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,

hereinafter referred to as SURETY, executed a bond dated June 3, 1953

in favor of Oregon State Highway Commission

hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon.

Oregon State Highway Commission Contract # 3941

, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Lyle Parsley

of Portland, Oregon

One hundred ninety eight and 40/100 in consideration of the sum of Dollars (\$ 198.40) paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 23/ day of August, 19 54.

(CORPORATE SEAL)

E. L. Parsley

By _____

Its _____

CORPORATE ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me personally appeared _____, to me known to be the _____ and _____ of _____, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that _____ executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Multnomah)

On this 23rd day of August, 1954, before me personally appeared E. L. Parsley, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that he executed the same for the purposes, considerations and uses therein set forth as his voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

E. W. Harris
(Notary Public, Residing at Portland, Oregon)

(SEAL)

(Commission Expires January 16, 1956)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick

hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,

hereinafter referred to as SURETY, executed a bond dated June 3, 1953

in favor of Oregon State Highway Commission

hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon.

Oregon State Highway Commission Contract # 3941

, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Noise Control of Oregon

of Portland, Oregon

Two hundred eighty five and 98/100 in consideration of the sum of ----- Dollars (\$ 285.98) paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 25th day of August, 1954

(CORPORATE SEAL)

NOISE CONTROL OF OREGON, INC.

By

W. O. Mc Elroy

Its Assistant Treasurer

CORPORATE ACKNOWLEDGMENT

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

On this 25th day of August, 19 54, before me personally appeared W. C. McELROY, to me known to be the Assistant Treasurer and of NOISE CONTROL OF OREGON, INC., the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that he executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

Blunden Stott
(Notary Public, Residing at Portland, Oregon)

(Commission Expires June 27 1955)

(SEAL)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me personally appeared _____, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that _____ executed the same for the purposes, considerations and uses therein set forth as _____ voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

(Notary Public, Residing at _____)

(Commission Expires _____)

(SEAL)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. EMERICK
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon
Oregon State Highway Commission Contract #3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Harmax, Inc.
of Portland, Oregon in consideration of the sum of Eighteen and 68/100 Dollars (\$ 18.68)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 25th
day of August, 19 54.

(CORPORATE SEAL)

HARMAX, INC.

2539 N W. Westover Road
Phone: CA. 7469 Portland 10, Ore.

By Eare M. Gregg
Pres.

CORPORATE ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Multnomah)

On this 25th day of August, 19 54, before me personally appeared Earl M. Gregg, to me known to be the President and of Harmax, Inc., the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that he executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

J. A. Ewing
(Notary Public, Residing at Portland Ore)

(SEAL)

(Commission Expires Aug 25 - 1957)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19 _____, before me personally appeared _____, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that _____ executed the same for the purposes, considerations and uses therein set forth as _____ voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon.
Oregon State Highway Commission Contract # 3941
, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Ross Island Sand and Gravel Co.
of Portland, Oregon in consideration of the sum of
Two hundred sixty seven and 46/100 Dollars (\$ 267.46)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 27th
day of August, 19 54.

(CORPORATE SEAL)

ROSS ISLAND SAND & GRAVEL CO.

By B. A. Slater

Its Vice President.

CORPORATE ACKNOWLEDGMENT

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

On this 27th day of August, 19 54, before me personally appeared R.D. SLATER, to me known to be the Vice President and _____ of ROSS ISLAND SAND & GRAVEL CO., the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that he executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

S. E. Barney
(Notary Public, Residing at Portland)
(Commission Expires February 1, 1958)

(SEAL)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

On this 27th day of August, 19 54, before me personally appeared R.D. SLATER, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that HE executed the same for the purposes, considerations and uses therein set forth as his voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

S. E. Barney
(Notary Public, Residing at Portland)
(Commission Expires February 1, 1958)

(SEAL)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon
Oregon State Highway Commission Contract # 3941
, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Carothers Sheet Metal Company

of Bend, Oregon in consideration of the sum of
One hundred fifty seven and 20/100 - - - - Dollars (\$ 157.20)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 27th
day of August, 19 54.

(CORPORATE SEAL)

CAROTHERS SHEET METAL CO.

By Emil Nelson

Its Manager

CORPORATE ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me personally appeared _____, to me known to be the _____ and _____ of _____, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that _____ executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Lane)

On this 27th day of August, 19 54, before me personally appeared Emil Matson, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that he executed the same for the purposes, considerations and uses therein set forth as _____ voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

Neil Walker
(Notary Public, Residing at Eugene, Oregon)

(SEAL)

(Commission Expires May 31, 1957)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon
Oregon State Highway Commission Contract # 3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Bigoni Roofing Company
of Bend, Oregon in consideration of the sum of Five hundred seventy seven and 60/100 Dollars (\$ 577.60)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 1st
day of Sept., 19 54.

(CORPORATE SEAL)

C. W. Bigoni Roofing Co.

By C. W. Bigoni

Its Owner

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment Repair Shop, Office Building and Storage Shed at Bend, Oregon
Oregon State Highway Commission contract # 3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Mercer Steel Company
of Portland, Oregon in consideration of the sum of
Two hundred eighty and 91/100 Dollars (\$ 280.91)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 30th
day of August, 19 54.

(CORPORATE SEAL)

MERCER STEEL CO., INC.

By J. D. Mercer

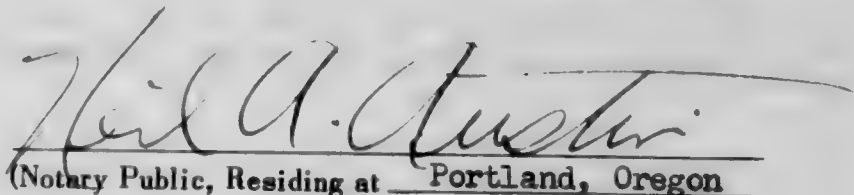
Its PRESIDENT

CORPORATE ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Multnomah)

On this 30th day of August, 19 54, before me personally appeared H. D. Mercer, to me known to be the President of Mercer Steel Co., Inc. and _____, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that he executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.


(Notary Public, Residing at Portland, Oregon)

(SEAL)

(Commission Expires July 22, 1956)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me personally appeared _____, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that _____ executed the same for the purposes, considerations and uses therein set forth as _____ voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick

hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,

hereinafter referred to as SURETY, executed a bond dated June 3, 1953

in favor of Oregon State Highway Commission

hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office

Building and Storage Shed at Bend, Oregon

Oregon State Highway Commission Contract # 3941

, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Chown Hardware

of Portland, Oregon in consideration of the sum of Fifty three and 25/100 - - - - - Dollars (\$ 53.25)

paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 28th day of August 1954, 19 .

(CORPORATE SEAL)

Chown Hardware Co.

By J. B. Chown

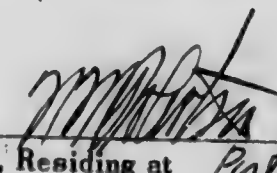
Its President

CORPORATE ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Multnomah)

On this 28th day of August 1954, before me personally appeared D. B. Chown, to me known to be the President of Chown Hardware Co., the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that he executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.


(Notary Public, Residing at Portland Oregon)

(SEAL)

(Commission Expires NOTARY PUBLIC FOR OREGON)
My Commission Expires May 11, 1958

INDIVIDUAL ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me personally appeared _____, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that _____ executed the same for the purposes, considerations and uses therein set forth as _____ voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

(Notary Public, Residing at _____)

(SEAL)

(Commission Expires _____)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick,
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation
of Seattle, Washington, _____,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission,
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in
the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office
Building and Storage Shed at Bend, Oregon.
Oregon State Highway Commission Contract # 3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the under-
signed and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for
payment thereof,

NOW, THEREFORE, the undersigned Soule Steel Company
of Portland, Oregon in consideration of the sum of
Seven hundred seventy five and 20/100 - - - - Dollars (\$ 775.20)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned,
transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY,
its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow
due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the
labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecu-
tion of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for
its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in
its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY
and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or
in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of
SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full
payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 24th
day of August, 1954.

(CORPORATE SEAL)

SOULÉ STEEL COMPANY

By Romulo

Its SECRETARY

CORPORATE ACKNOWLEDGMENT

STATE OF California)
City &) SS
COUNTY OF SAN FRANCISCO)

20076 21000 CORP

On this 24th day of August, 19 54, before me
personally appeared N. O. MILLAR
to me known to be the SECRETARY and _____
of **SOULE STEEL COMPANY**
the corporation executing the above instrument, and acknowledged said instrument to be the free and volun-
tary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the
seal affixed is the seal of said corporation and that it was affixed and that _____ executed said
instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first
above written.

Alma Schindler
(Notary Public, Residing at NOTARY PUBLIC, in and for the City and
County of San Francisco, State of California.
(Commission Expires My Commission Expires Dec. 5, 1956)

(SEAL)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF _____)
COUNTY OF _____) SS

On this _____ day of _____, 19____, before me
personally appeared _____,
to me known and known to me
to be the individual(s) described in and who executed the foregoing instrument and acknowledged that _____
executed the same for the purposes, considerations and uses therein set forth as _____
voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year
first above written.

(Notary Public, Residing at _____)

(Commission Expires _____)

(SEAL)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon
Oregon State Highway Commission Contract # 3941
_____, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Ace Electric Company

of Bend, Oregon in consideration of the sum of
One thousand eight hundred seventy eight and 15/100 Dollars (\$ 1878.15)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 25th
day of August ~~1951~~, 19 54.

(CORPORATE SEAL)

ACE ELECTRIC COMPANY

By R. H. Taylor
R. H. Taylor

Its MANAGER

CORPORATE ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me
personally appeared _____
to me known to be the _____ and _____
of _____
the corporation executing the above instrument, and acknowledged said instrument to be the free and volun-
tary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the
seal affixed is the seal of said corporation and that it was affixed and that _____ executed said
instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first
above written.

(Notary Public, Residing at _____)

(Commission Expires _____)

(SEAL)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

On this 25th day of August, 19 54, before me
personally appeared R. H. Taylor, to me known and known to me
to be the individual(s) described in and who executed the foregoing instrument and acknowledged that he
executed the same for the purposes, considerations and uses therein set forth as his
voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year
first above written.

Robert R. Rasmussen
(Notary Public, Residing at Portland, Ore.)

(Commission Expires _____)

(SEAL)

COMMISSION EXPIRES MAY 23, 1956

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment Repair Shop, Office Building and Storage Shed at Bend, Oregon
Oregon State Highway Commission Contract #3941
, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Empire Building Materials
of Bend, Oregon in consideration of the sum of Five hundred sixty one and 00/100 Dollars (\$ 561.00)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 23rd
day of August, 19 54.

(CORPORATE SEAL)

EMPIRE BUILDING MATERIAL CO.

By Frank Spangler
Frank Spangler,

Its President.

CORPORATE ACKNOWLEDGMENT

STATE OF Oregon)
) ss
COUNTY OF Multnomah)

On this 23rd day of August, 19 54, before me
personally appeared Frank Spangler,
to me known to be the President and _____
of EMPIRE BUILDING MATERIAL CO.,
the corporation executing the above instrument, and acknowledged said instrument to be the free and volun-
tary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the
seal affixed is the seal of said corporation and that it was affixed and that he executed said
instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first
above written.

Isabelle J. Stark
(Notary Public, Residing at Portland, Oregon)
(Commission Expires January 19, 1958)

(SEAL)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF _____)
) ss
COUNTY OF _____)

On this _____ day of _____, 19 _____, before me
personally appeared _____, to me known and known to me
to be the individual(s) described in and who executed the foregoing instrument and acknowledged that _____
executed the same for the purposes, considerations and uses therein set forth as _____
voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year
first above written.

(Notary Public, Residing at _____)
(Commission Expires _____)

(SEAL)

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, Paul B. Emerick,
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington,
hereinafter referred to as SURETY, executed a bond dated June 3, 1953
in favor of Oregon State Highway Commission,
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Equipment and Repair Shop, Office Building and Storage Shed at Bend, Oregon.
Oregon State Highway Commission Contract # 3941, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Overhead Door Company
of Portland, Oregon in consideration of the sum of
One thousand two hundred twenty one and 00/100 -Dollars (\$ 1221.00)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 23rd
day of August, 19 54.

(CORPORATE SEAL)

OVERHEAD DOOR CO. OF OREGON, INC.

By Lloyd C. Williamson

Its Manager

CORPORATE ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Multnomah)

On this 23rd day of August, 19 54, before me personally appeared Lloyd C. Williamson, to me known to be the manager and of Overhead Door Co. of Oregon, Inc., the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that he executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

[Signature]
(Notary Public, Residing at Tigard, Oregon)
(Commission Expires May 1, 1956)

(SEAL)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF _____)
) SS
COUNTY OF _____)

On this _____ day of _____, 19____, before me personally appeared _____, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that _____ executed the same for the purposes, considerations and uses therein set forth as _____ voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

(Notary Public, Residing at _____)
(Commission Expires _____)

(SEAL)

RECEIVED
FOR FILING

9-3651
5711

Salem, Oregon
August 6, 1954

C. H. Maison
Auditor

Dear Mr. Maison:

This note is simply to advise you of the arrangements that have been made for release of the monies remaining to be paid to Paul B. Emerick, contractor for construction of the highway build-ings at Bend, State Highway Contract 3941.

Mr. A. L. Tebault, Claims Manager of the General Casualty Company of America, Portland, called at my office on Tuesday of this week and satisfied the requirements of the Highway Commission except for two or three items representing claims against the job. These are minor items, so I told him that we would release the semi-final payment for \$27,142.91, but would retain the balance until the other claims have been satisfied. This was satisfactory to Mr. Tebault who gave me an assignment from Mr. Emerick to the General Casualty Company of America in the amount stated above. I attach a copy of that assignment for your records. This is to be augmented by an assignment on the State Highway Commission's form, which incidentally has already been forwarded to Mr. Tebault to get the proper signature.

It will be satisfactory, therefore, for you to release the warrant for the semi-final payment as soon as the voucher has been returned, but please hold the final amount, which I understand is \$3,329.45, until further advised by this office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Att.

NOTED ON CARD

2-6-54

STATE OF OREGON—HIGHWAY DEPARTMENT
ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Twenty-Seven Thousand One Hundred Forty-two and 91/100 -
 (\$27,142.91) Dollars, to us paid, we hereby sell, assign and transfer
 the within claim for Estimate 11 Semi-Final on Contract 3941 - Construction of Equipment repair
shop, Office Building and Storage shed at Bend, Oregon
 to General Casualty Company of America and authorize and empower
 said General Casualty Company of America to act as agent for us

and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant
 which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of
 Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that
 nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said
 funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A.,
 and, if the same is honored, either in whole or in part, by the State Highway Commission, such action by the Com-
 mission shall be controlled at all times by the terms of said statute, not only with respect to payments made but
 likewise with respect to future payments.

Witness my hand this 5th day of August, 1954

Executed in the presence of us as witnesses:

[Signature]

[Signature]



COMMISSIONERS
 BEN R. CHANDLER, CHAIRMAN
 COOS BAY
 CHAS. H. REYNOLDS, MEMBER
 LA GRANDE
 M. K. MCIVER, MEMBER
 PORTLAND
 H. B. GLAISYER
 SECRETARY

OREGON
 STATE HIGHWAY DEPARTMENT
 SALEM

R. H. BALDOCK
 STATE HIGHWAY ENGINEER
 W. C. WILLIAMS
 1ST ASST. STATE HWY. ENGR.
 W. W. STIFFLER
 2ND ASST. STATE HWY. ENGR.
 C. W. ENFIELD
 CHIEF COUNSEL

August 4, 1954

General Casualty Company of America
 c/o A. L. Tebault
 209 S.W. 4th
 Portland 4, Oregon

Gentlemen:

This refers to the Final Estimate Voucher issued to Paul B. Emerick, Contractor, in connection with Contract No. 3941 in the amount of \$30,472.36.

Upon instructions of the State Highway Commission's secretary, that voucher has been cancelled and two vouchers issued in its place. One, to be designated as a semi-final, has been written in the amount of \$27,142.91 and is to be assigned to your company.

The contractor already has the Field Estimate Form sent with the original voucher. I attach for signature the semi-final voucher mentioned, requesting that you secure the signature of the contractor to two of the attached four copies of the Assignment of Claim and that either your company's representative or the contractor sign the certificate on the voucher form itself.

I enclose for your files a copy of the voucher. Please return, properly signed, two of the Assignment of Claim forms and the original voucher and upon their receipt payment to your company will be expedited. The third and fourth copies of the Assignment form are for your disposal.

There has also been prepared a final voucher covering the retained amount of \$3,329.45 which, according to my instructions, is not assigned.

Very truly yours,

R. H. BALDOCK
 State Highway Engineer

By:

Carl F. Smith
 Carl F. Smith
 Claims Supervisor

CFS:mad

Enclosures

cc: H. B. Glaisyer
 Paul B. Emerick

PAUL B. EMERICK

1000 N. 17th St.

Portland, Oregon

PAUL B. EMERICK

No. 13

10 1954 19

\$16

DOLLARS

EMERICK - PAUL B. EMERICK

[Signature]

*Amount Due to
By Fred W. White
City*

(30) PAY TO THE ORDER OF (30)
THE FIRST NATIONAL BANK
CENTRAL OREGON PERMIT NO.
(1007) AND
BEND BURNER

July 28, 1954

Frank L. Whitaker
Attorney at Law
Equitable Building
Portland, Oregon

Dear Mr. Whitaker:

File 36-37178 - Bond No. 260805 Oregon State Highway Commission
Contract No. 3941 Paul B. Emerick: Principal

This writing is with reference to and in confirmation of our several recent telephone conversations relative to the claim of your client, the Concrete Construction Co. against our above principal.

As you are aware, we have been furnished with a copy of a settlement contract which we understand has been duly executed by and between our principal, Mr. Paul B. Emerick and your client, Concrete Construction Co. on or about the 22nd of July, 1954. In this contract it was agreed upon that Concrete Construction Company's account and claim against Mr. Emerick was settled for and in consideration of the payment by Mr. Emerick of the sum of \$13,000.00.

As you know, there is a final payment on the above job coming to Mr. Emerick from the Highway Commission in the approximate amount of \$30,000.00 and we are advised that this payment is ready to be made by the Highway Commission, contingent upon receiving from Mr. Emerick statements or releases from various creditor claimants certifying to the payment of their claims. It is our understanding that included in the settlement amount of \$13,000.00, which is to be paid to Concrete Construction Co., are the accounts of the following creditors of the Concrete Construction Co. to whom joint checks are to be issued.

Empire Building Co.	\$ 561.00
Bend Readymix Co.	1499.95
Goodat Truck & Crane Co.	67.50
Ross Island Sand & Gravel Co.	300.00

You have advised me that if we will certify to you a definite time within which payment will be made under your client's settlement contract with our principal, that you will then be in a position to file a formal release of your client's lien which has been filed with the Highway Commission and also certify to the Highway Commission and any other interested parties that those creditors of Concrete Construction Co., who also have claims as listed above, will be paid also.

Therefore, we wish to herewith advise you that we guarantee the payment of \$13,000.00 under the settlement contract above referred to from the date of this letter, within ten days. As you are aware, it is expected that within that time the funds will actually have been released by the Highway Commission and that it is out of those funds that the disbursement is intended to be made. However, if it is not possible, due to some delay on the part of the Highway Commission, to pay to us the final payment we will advance our funds in the amount of \$13,000.00 at the end of the ten day period to satisfy the settlement contract.



A. L. Tehault
Manager - Claims Department

I, Paul B. Emerick, wish to hereby certify that it is clearly understood between myself and General Casualty Company of America that if the latter are called upon to advance the \$13,000.00 payment under the settlement contract under the circumstances as referred to above, such advance by the General Casualty Company of America will be made by reason of the execution by General Casualty Company of America of their Bond No. 260805 on Oregon State Highway Commission Contract No. 3941. It is clearly understood, therefore, that General Casualty Company of America reserves its full rights as surety to be reimbursed by myself for this advance, if made.



Paul B. Emerick

cc: Donald L. Alderton, 8320 S. E. Stark St., Portland, Ore.

ASSIGNMENT

1 Whereas on the 19th day of May, 1953, the State of Oregon, by
2 and through its State Highway Commission, as owner and Paul B. Emerick, an
3 individual dba Paul B. Emerick, Contractor, did enter into a contract for the
4 construction of the Division Headquarters Buildings of the Oregon State
5 Highway Commission near Bend, Oregon; and

6 Whereas certain monies have been paid to said Paul B. Emerick
7 under said contract, and whereas there is a balance owing to him thereunder
8 of \$30,472.36 according to the Highway' Commission Auditor; and

9 Whereas the said Paul B. Emerick has entered into a Settlement
10 Contract with a subcontractor on said job, namely, Concrete Construction Co.,
11 an Oregon corporation, which Settlement Contract provides that said subcontractor
12 be paid the sum of \$13,000., some of which is to be paid in joint vouchers
13 payable to creditors of said subcontractor, who furnished labor and/or material
14 on said job and other jobs; and

15 Whereas there are certain retainages due other subcontractors
16 who performed labor and/or furnished materials on said job at Bend, Oregon, and

17 Whereas it is the desire of said contractor to settle said
18 obligations speedily and without the lapse of time which would occur if said
19 obligations were paid by assignment of said funds direct from the State of
20 Oregon to the various claimants, and whereas General Casualty Company of
21 America, the surety of said Contractor is in a position to advance the
22 necessary funds to pay said claimants promptly if reimbursed in due course
23 from the funds due said Contractor from the State of Oregon;

24 NOW THEREFORE, I, Paul B. Emerick, dba Paul B. Emerick, Contractor
25 at 4540 SE 174th Ave., Portland, Oregon do hereby assign to said General
26 Casualty Company of America, the sum of Twenty-seven thousand one hundred
27 forty-two and 91/100 (\$27,142.91) Dollars of the funds due me from said State
28 of Oregon and the State Highway Commission thereof on account of the above
29 mentioned construction job at Bend, Oregon. Said assignee shall pay out said
30 funds on behalf of said assignor as follows:

31 To Concrete Construction Co., an Oregon corporation, the sum of
32 \$13,000. as follows: A joint check to said corporation and Empire Building

1 Materials for \$561.00, a joint voucher to said corporation and Bend Ready Mix
2 Co. for \$1499.95, a joint voucher to said corporation and Goodat Truck &
3 Crane Co. for \$67.50 and a joint voucher to said corporation and Ross Island
4 Sand and Gravel Co. for \$ 300⁰⁰.

5 Said assignee shall disburse the remaining \$14,142.91 as follows:

6	Ace Electric Co.	\$1878.15
	Bend Iron Works	283.55
7	Bigoni Roofing Co.	588.00
	Bryan W. Birch	35.78
8	Carothers Sheet Metal Co.	157.20
	Cascade Glass Co.	42.00
9	Chown Hardware	53.25
	Fitzgibbon Glass Co.	516.98
10	Hennon & Vox	4642.19
	Harmax, Inc.	18.68
11	Hendrickson & Sletta	428.81
	Mathers & Son	9.38
12	Mercer Steel	296.33
	Noise Control of Oregon	285.98
13	Oregon Art Tile	95.63
	Overhead Door Co.	1221.00
14	Lyle Parsley	198.40
	Paulson Machine Works	421.73
15	Soule Steel Co.	775.20
	Ed Weller Painting Co.	627.23
16	Zimmerman & Stricklett	1567.44

17 I, the assignor herein, do covenant with the assignee that I
18 have not heretofore assigned any part of the said monies hereby assigned, that
19 no part of the monies hereby assigned has been paid to me or to any other for
20 my account, or upon my direction or with my consent, and I will not hereafter
21 collect or receive any part of the monies hereby assigned.

22 IN WITNESS WHEREOF I have hereunto set my hand and seal this
23 26 day of July, 1954, at the City of Portland, Oregon.

24
25 Paul B. Emerick
26 Paul B. Emerick, Contractor

27 STATE OF OREGON)
28) ss.
29 County of Multnomah)

30 BE IT REMEMBERED that on this 26 day of July, 1954, before me,
31 the undersigned, a Notary Public in and for said county and state, personally
32 appeared the within named Paul B. Emerick, who is known to me to be the identical
individual described in and who executed the within instrument and acknowledged
to me that he executed the same freely and voluntarily.

33 IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my
34 official seal the day and year last above written.

Page
2 ASSI



Notary Public for Oregon
My commission expires 6-28-58

SETTLEMENT CONTRACT

This agreement made and entered into this 24 day of July, 1954, by and between Paul B. Emerick, Contractor, as first party, and Concrete Construction Company, an Oregon Corporation, as second party, WITNESSETH:

That whereas both the parties hereto have certain claims against each other, growing out of work done by second party for first party as a subcontractor on three several construction jobs, to-wit: The Gresham Berry Growers building, the Montaville Fire Station in Portland, Oregon, and the Division Headquarters Buildings of the Oregon State Highway Commission near Bend, Oregon; and

Whereas heretofore there has been an arbitration proceeding had between said parties, which was entitled "In the Matter of the Arbitration of Contracts Dated 6/24/53 CONCRETE CONSTRUCTION CO., vs. PAUL B. EMERICK, Contractor," being No. 216-009 in the Circuit Court of the State of Oregon, for the County of Multnomah, and whereas an award was duly made and entered in said proceeding; and

Whereas heretofore there has been filed by second party a proceeding entitled STATE OF OREGON, ex rel CONCRETE CONSTRUCTION CO., an Oregon Corporation, Plaintiff, vs. PAUL B. EMERICK, an individual, dba PAUL B. EMERICK, Contractor, and GENERAL CASUALTY COMPANY OF AMERICA, a corporation, Defendants in the Circuit Court of the State of Oregon for Multnomah County, under No. 219-028; and whereas the said General Casualty Company of America is the surety of the said first party, and joint in said proceeding as such;

And whereas the parties hereto are desirous of settling the above mentioned proceedings and all claims existing between them of every kind and nature, including an alleged action for slander that second party claims to have against first party and claims for damages on behalf of second party alleged to have been suffered by second party by reason of the alleged actions or omissions of first party;

NOW THEREFORE, it is hereby agreed by and between said parties as follows:

1 1. That first party shall authorize his said surety to pay to
2 second party Thirteen thousand and no/100 (\$13,000.00) Dollars in full satis-
3 faction of all the claims of second party against first party of every kind
4 and nature whatsoever growing out of the above mentioned transactions, proceed-
5 ings, dealings, and all other relations between the parties whether specificall-
6 ly herein mentioned or not.

7 2. That said authorization shall provide that the creditors of
8 second party who are suppliers of labor and/or material on any of the above
9 mentioned construction jobs be paid with joint vouchers. That the funds due
10 Ross Island Sand & Gravel Co., a creditor of second party, who has attached
11 funds in the hands of first party due second party shall be handled as follows:
12 There shall be paid by the said surety a joint check to second party and to
13 Ross Island Sand & Gravel Co. in such sum as shall be jointly agreed between
14 second party & Ross Island Sand & Gravel Co. on condition that said Ross Island
15 Sand & Gravel Co. concurrently issue and deliver to said surety a release of
16 said attachment which it has previously filed against first party.

17 3. That second party will cause its president to execute an
18 affidavit showing the names of the creditors of second party who furnished labor
19 and/or material on said construction jobs and the amount due each and yet unpaid.
20 Said affidavit shall be furnished at the time first party makes said assignment.

21 4. Second party shall forthwith consent to the dismissal of the
22 action now pending in the Circuit Court of the State of Oregon for Multnomah
23 County under No. 219023, by causing its attorney to enter into a stipulation
24 for dismissal, which shall provide that said cause be dismissed without costs
25 to either party and with prejudice.

26 5. Second party shall forthwith release, satisfy and discharge
27 the lien it has previously filed against the said construction job at Bend,
28 Oregon and against first party.

29 6. Second party shall forthwith cause a satisfaction to be entered
30 in said aforementioned Arbitration proceedings under No. 216809 in said Circuit
31 Court of Oregon for Multnomah County, and first party shall do likewise if
32 the same be necessary to clear said award from the judgment docket.

1 7. Second party shall forthwith deposit with the City Auditor
2 of the City of Portland, Oregon a full and complete release of second party's
3 claim against first party and consent that the monies now held by said city
4 and due said first party on account of the Montavilla Fire Station job be
5 paid to first party forthwith.

6 8. Second party will forthwith notify the Secretary of State
7 of the State of Oregon and the Highway Commission of the State of Oregon of
8 the release of all claims against first party and the dismissal of said pending
9 action.

10 9. That second party hereby releases defendant General Casualty
11 Company of America of all claims and demands whatsoever as surety for first
12 party and in every other capacity whatsoever.

13 10. That in consideration of the release of the claims of second
14 party against first party, first party hereby releases all claims of every
15 kind and nature whatsoever against second party.

16 IN WITNESS WHEREOF the said parties hereto have hereunto set
17 their hands and seals and second party has caused this contract to be executed
18 by its president and secretary, by authority of the Board of Directors of
19 second party, this 26 day of July, 1954, in duplicate.

20
21 Paul B. Emerick
22 Paul B. Emerick, Contractor

23 CONCRETE CONSTRUCTION CO., an Oregon Corp.

24 John C. [Signature]
25 President

26 (Corporate Seal)

27 Lee B. Wheeler
Secretary

28 STATE OF OREGON }
29 County of Multnomah } ss.

30 BE IT REMEMBERED that on this 26 day of July, 1954, before me,
31 the undersigned, a Notary Public in and for said county and state, personally
32 appeared the within named Paul B. Emerick, Contractor, who is known to me to
be the identical individual described in and who executed the within instrument,
and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF I have hereunto set my hand and official seal the day and year last above written.



H. Albritton

Notary Public for Oregon

my commission expires 6-28-58

STATE OF OREGON

County of Multnomah

ss.

On this 26 day of July, 1954, before me appeared Gale H. Wheeler
Wheeler and Lee B. Wheeler
both to me personally known, who being duly sworn, did say that he, the said
Gale H. Wheeler is the President, and he, the said Lee
B. Wheeler is the Secretary of CONCRETE CONSTRUCTION
COMPANY, an Oregon Corporation, the within named Corporation, and that
the seal affixed to said instrument is the corporate seal of said Corporation,
and that the said instrument was signed and sealed in behalf of said Corporation
by authority of its board of Directors, and said Gale H.
Wheeler and Lee B. Wheeler
acknowledged said instrument to be the free act and deed of said Corporation.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my
official seal, this the day and year first in this, my certificate, written.

(Seal)

Frank L. Whitaker
Notary Public for Oregon
My commission expires 4/29/56

July 22, 1954

Mr. Donald L. Alorton
Attorney-at-Law
9520 SE Stark Street
Portland 16, Oregon

Dear Mr. Alorton:

Reference is made to your letter of June 10, 1954, concerning payment of the final amount due Paul B. Emerick in connection with the State Highway contract No. 3941 for construction of Highway Department buildings near and,regon.

Since acknowledging that letter of June 10th, I have received a communication from the General Casualty Company of America signed by Mr. Donald L. Spickard, Local Representative, dated July 6th, a copy of which was sent to you. In his letter, Mr. Spickard consents to the release of the final payment and retainage on this contract according to whatever plan is satisfactory to Mr. Emerick and his attorney, provided that the sum of \$13,500.00 is retained by the State to protect the General Casualty Company from the claim of the Concrete Construction Company.

I have consulted with the Highway Commission's Chief Counsel and we have concluded that it would be satisfactory to release to Mr. Emerick all of the monies remaining due him for this job, except the full amount of the claim of the Concrete Construction Company, which totals \$24,736.30. There is still due Mr. Emerick the sum of \$30,472.36, so the amount that we can release at this time is the difference between that figure and the amount of the Concrete Construction Company's claim, or \$5,736.06; however, the release of such sum is contingent upon receiving from Mr. Emerick statements from the claimants mentioned in the 2nd paragraph of your letter to the effect that their claims have been satisfied in full, and in addition we should also have a statement from the Central Oregon Petroleum showing that its claim in the amount of \$14.52 has been paid. A letter from each of these claimants stating that their claims have been paid will suffice.

As soon as we have received all of these statements, we will immediately authorize the auditor to prepare a new voucher in the amount of \$5,736.06 and will mail the check to Mr. A. L. Tebbelt, who represents the General Casualty Company in Portland, for disbursement pursuant to instructions contained in a letter received from Mr. Spickard today, a copy of which you have.

Donald L. Alderson

July 22, 1954

We will continue to retain the sum of \$24,736.30 until Mr. Emerick has reached a satisfactory settlement with the Concrete Construction Company. From the above you will understand that we are expecting either Mr. Emerick or the General Casualty Company to settle the claims listed in the 1st paragraph of your letter of June 10th.

Please advise me of your reaction to this method of procedure.

Respectfully yours,

JOHN STEVE HIGHWAY CONSTRUCTION

Secretary

MS:do

cc: General Casualty Company of America
General Insurance Bldg.,
Seattle 5, Washington

Attention: Mr. Donald F. Spickard, Legal Dept.

cc: Portland Service Office
General Casualty Company of America
209 SW 4th Avenue
Portland 4, Oregon

cc: Mr. Paul A. Emerick
4540 SE 17th Avenue
Portland, Oregon

cc: Floyd Query

July 22, 1954

Mr. Donald E. Spickard
Legal Department
General Casualty Company of America
Seattle 5, Washington

Dear Mr. Spickard:

This note is in reference to your letters of July 6 and July 20 concerning payment of the final amount due Mr. Paul R. Emerick in connection with his contract with the Oregon State Highway Commission, No. 3941, for construction of highway buildings at Bend, Oregon.

I wish to thank you for your letters and to inform you that we are willing to release a portion of the money due Mr. Emerick in conformity with the procedure outlined in the enclosed letter that I have today directed to Mr. Donald L. Alderton, attorney for Mr. Emerick.

You will note that the partial payment mentioned therein cannot be made until we have in our possession receipts or statements from the creditors of the Concrete Construction Company who are listed on the 2nd page of Mr. Alderton's letter of June 10th, a copy of which letter you have in your files.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

UBG:dc
Enc.



H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE 5

July 20, 1954

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary ✓

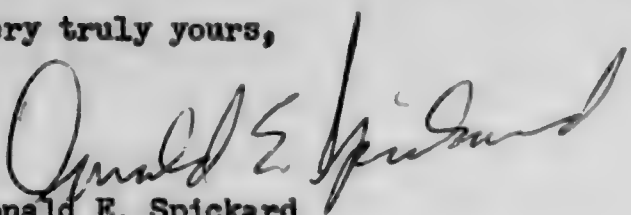
Gentlemen:

State Highway Contract 3941
Paul B. Emerick, Contractor
Our Bond 260805

Pursuant to a suggestion by our principal, Mr. Emerick, in an order to expedite the payment of the subcontractors and claimants on this job, we request that you release the final payment on this job to us in care of Mr. A. L. Tebault, of our Portland office, 209 S. W. Fourth Avenue, Portland, Oregon, in order that we may joint control the disbursement of these funds.

We will see to it that all claims against this job are taken care of.

Very truly yours,


Donald E. Spickard
Legal Department
owb

cc: Dooly & Company
Board of Trade Building
Portland 4, Oregon
Attention: Mr. Jack Thomas

cc: Portland Service Office
Attention: A. L. Tebault,
Claims Manager

cc: Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

cc: Mr. Donald L. Alderton
8320 S. E. Stark Street
Portland 16, Oregon

ANSWERED
H. B. GLAISYER



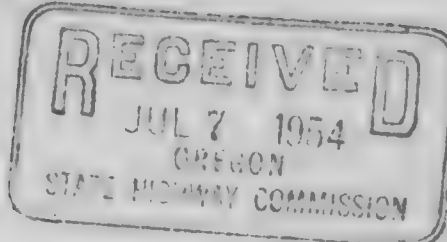
Attention: A. L. Tebault

30,472.36
13,500.00
16,972.36

~~30,472.36~~ final
30,472.36
24,736.30 Con Construction
5,736.06 - diff payable
22,274.47 - Total
3508.59
released under
provision of
State Highway
Contract

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE 5



Department

H. B. Glaisyer, Secretary ✓

State Highway Contract #3941
Paul B. Emerick, Contractor
Our Bond 260805

Your letter of June 15, 1954, to Dooly & Company, our good agents in Portland, has been forwarded to us for reply.

In examining the proposed plan set forth with Mr. Alderton, attorney for Mr. Emerick, we consent to the release by you of the final payment and retainage on this contract according to whatever plan is satisfactory to Mr. Emerick and his attorney, provided that you retain the sum of \$13,500.00 to protect us from the claim of Concrete Construction Company, which has now become the subject of an action in the Circuit Court of the State of Oregon for the County of Multnomah.

We consent to the release of the balance of the monies to Mr. Emerick in order that he may use these funds to pay such persons as may have just claims against him in connection with this work.

If this consent is not sufficient for your purposes, we will appreciate your advising us of the terms which you would like incorporated or of any other forms which you feel are necessary to be executed, as we shall be happy to do so so long as they are in accordance with the terms of this letter generally.

Very truly yours,

Donald E. Spickard
Legal Department
owb

cc: Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

cc: Mr. Donald L. Alderton
8320 S. E. Stark Street
Portland 16, Oregon

cc: Portland Service Office
Attention: A. L. Tebault

cc: Dooly & Company
Board of Trade Building
Portland 4, Oregon
Attention: Mr. Jack Thomas

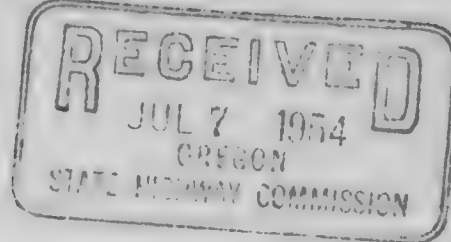
ANSWERED
H. B. GLAISYER



H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE 5



July 6, 1954

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary ✓

Gentlemen:

State Highway Contract #3941
Paul B. Emerick, Contractor
Our Bond 260805

Your letter of June 15, 1954, to Dooly & Company, our good agents in Portland, has been forwarded to us for reply.

In examining the proposed plan set forth with Mr. Alderton, attorney for Mr. Emerick, we consent to the release by you of the final payment and retainage on this contract according to whatever plan is satisfactory to Mr. Emerick and his attorney, provided that you retain the sum of \$13,500.00 to protect us from the claim of Concrete Construction Company, which has now become the subject of an action in the Circuit Court of the State of Oregon for the County of Multnomah.

We consent to the release of the balance of the monies to Mr. Emerick in order that he may use these funds to pay such persons as may have just claims against him in connection with this work.

If this consent is not sufficient for your purposes, we will appreciate your advising us of the terms which you would like incorporated or of any other forms which you feel are necessary to be executed, as we shall be happy to do so so long as they are in accordance with the terms of this letter generally.

Very truly yours,

Donald E. Spickard
Legal Department
owb

cc: Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

cc: Mr. Donald L. Alderton
8320 S. E. Stark Street
Portland 16, Oregon

cc: Portland Service Office
Attention: A. L. Tebault

cc: Dooly & Company
Board of Trade Building
Portland 4, Oregon
Attention: Mr. Jack Thomas

ANSWERED
H. B. GLAISYER

GENERAL CONTRACTORS
& ENGINEERS

EM,
OFF. LA 4181
Pasadena 4181

CONCRETE CONSTRUCTION CO.

1635 S. E. ELEVENTH AVENUE
PORTLAND 14, OREGON

Complete Concrete Service
Compressor Work

No job too large or too small
Estimates gladly given



July 3, 1954

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

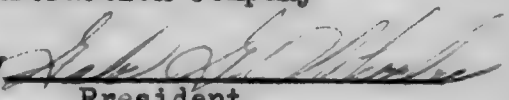
This is to advise that the claim of Concrete Construction Co. against Paul B. Emerick, Contractor, on the Division Headquarters Buildings near Bend, Oregon, on which mechanics lien has been filed and suit filed under the bond, has been settled and paid in full. Release of mechanics lien and stipulation and order for dismissal of the lawsuit have been handed Emerick for recording and entry.

You are hereby authorized to disburse monies withheld from Paul B. Emerick, Contractor, insofar as concerns Concrete Construction Co.

Very truly yours,

Concrete Construction Company

By


President

GW:W

GENERAL CONTRACTORS
& ENGINEERS

OFF. ~~RECORDED~~ 4181
RECORDED 4181

CONCRETE CONSTRUCTION CO.

Complete Concrete Service
Compressor Work

1635 S. E. ELEVENTH AVENUE
PORTLAND 14, OREGON

No job too large or too small
Estimates gladly given



Affidavit:

State of Oregon)
County of Multnomah) SS

I, Gale G. Wheeler, being first duly sworn, do say: That I am President of Concrete Construction Company and am intimately familiar with its books and records. That the following is a complete and accurate list, to the best of my knowledge and belief, of all unpaid bills incurred by Concrete Construction Company in its performance of sub-contract dated June 2, 1953 with Paul B. Emerick, Contractor, on Division Headquarters Buildings, State Highway Commission, Bend, Oregon:

Empire Building Materials	\$561.00
Bend Ready Mix Co.	1499.95
~~Goodrich Truck & Crane Co.~~	~~67.50~~

Dated at Portland, Oregon, this 3rd day of July, 1954.

Concrete Construction Company

By Gale G. Wheeler
President

Suscribed and sworn to before me, a notary public, this 3 day ~~of~~ July, 1954

Frank L. Whitaker
Notary Public for Oregon
My Commission expires 4/29/56

GENERAL CONTRACTORS
& ENGINEERS

E.M.
Off. ~~4181~~
Res. ~~4181~~

CONCRETE CONSTRUCTION CO.

1635 S. E. ELEVENTH AVENUE
PORTLAND 14, OREGON

Complete Concrete Service
Compressor Work

No job too large or too small
Estimates gladly given



Release of Mechanics Lien:

Know all men by these presents that that certain mechanics lien filed by Concrete Construction Company, a corporation, as claimant, against Division Headquarters Buildings at Bend, Oregon, constructed by Paul B. Emerick, Contractor, for the State of Oregon, acting through the State Highway Commission as reputed owner, in the amount of \$24,730.74 which was filed in the office of the county clerk for Deschutes County, in book 4, page 140 Record of Mechanics Liens, on or about February 8, 1954 has been fully paid, satisfied and discharged and the same is hereby released on record.

Dated at Portland, Oregon this 3rd day of July, 1954.

Concrete Construction Company

By Gale G. Wheeler

President

State of Oregon)
) SS
County of Multnomah)

On this 3rd day of July, 1954, before me appeared Gale G. Wheeler, to me known to be the president of Concrete Construction Company, who acknowledged to me that he executed the foregoing instrument as the free and voluntary act of the corporation pursuant to authority of its board of directors.

Frank L. Whitaker
Notary Public for the State of Oregon
My Commission Expires 4/29/56

REFERRED TO
BY SECRETARY

*please read and
return to me*

WFB
F. QUERY

June 15, 1954

Alderton

Street
gon

on:

This is to acknowledge receipt of your letter of June 10, 1954, directed to the Oregon State Highway Department, Accounting Division, concerning payment of the final amount to Paul B. Emerick in connection with his contract No. 3941 with the State Highway Commission for construction of buildings near Bend, Oregon.

At the request of the Highway Commission's Chief Counsel I have today directed a communication to the General Casualty Company of America, surety on the bond furnished by Mr. Emerick in connection with this job, requesting its advice with respect to the release of further funds to Mr. Emerick. I will write you further when I hear from the General Casualty Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison

Mr. Maison:

I return to you herewith final estimate No. 11 in connection with the above referred to contract No. 3941, that estimate being in the amount of \$30,472.36. I will let you know as soon as I hear from the General Casualty Company. In the meantime we should withhold further payments to Mr. Emerick.

HBG

June 15, 1954

Mr. Donald L. Alderton
Attorney-at-law
8320 S. E. Stark Street
Portland 16, Oregon

Dear Mr. Alderton:

This is to acknowledge receipt of your letter of June 10, 1954, directed to the Oregon State Highway Department, Accounting Division, concerning payment of the final amount to Paul B. Emerick in connection with his contract No. 3941 with the State Highway Commission for construction of buildings near Bend, Oregon.

At the request of the Highway Commission's Chief Counsel I have today directed a communication to the General Casualty Company of America, surety on the bond furnished by Mr. Emerick in connection with this job, requesting its advice with respect to the release of further funds to Mr. Emerick. I will write you further when I hear from the General Casualty Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison

Mr. Maison:

I return to you herewith final estimate No. 11 in connection with the above referred to contract No. 3941, that estimate being in the amount of \$30,472.36. I will let you know as soon as I hear from the General Casualty Company. In the meantime we should withhold further payments to Mr. Emerick.

HBG

June 15, 1954

General Casualty Company of America
Dooley and Company, Agents
Board of Trade Building
Portland 4, Oregon

Gentlemen:

On May 19, 1953 the Oregon State Highway Commission awarded a contract to Paul B. Emerick of Portland to construct an office building, equipment repair shop, and storage shed on state highway property situate near Bend in Deschutes County. This is known as State Highway Contract No. 3941. General Casualty Company of America, by its agents, Dooley and Company, appear as surety on the bond furnished by Mr. Emerick in this instance. The bond is in the amount of \$393,739.00 which is likewise the amount of the contract. Mr. Emerick completed work in connection with this job on May 5, 1954 and the completed work was accepted by the State Highway Commission at its meeting on May 11, 1954; however, final payment to Mr. Emerick has not as yet been affected due to outstanding claims against the work.

The State Highway Commission is now in receipt of a letter from Mr. Donald L. Alderton, Attorney at law, Portland, who represents Mr. Emerick, contractor, in which he lists amounts that are due as retained percentages to certain subcontractors on the work, totalling \$14,142.91; also in which he lists additional claims, one being that of the Concrete Construction Company, subcontractor, in the amount of \$24,736.30, and claims of certain creditors of the Concrete Construction Company whose unpaid claims amount to \$3,042.23. I enclose for your information a copy of Mr. Alderton's letter, in the last two paragraphs of which certain suggestions are made concerning the payment of the final amount still due Mr. Emerick on this job which according to the Highway Commission's Auditor amounts to \$30,472.36.

In addition to the claims mentioned in Mr. Alderton's letter the records of the Highway Commission reveal another in the amount of \$166.52 filed by the Central Oregon Petroleum. This claim may have been paid but we have no definite knowledge to that effect.

General Casualty Company of America

June 15, 1954

This letter is directed to you as representative of the General Casualty Company of America to acquaint you with the circumstances and to inquire as to your wishes with respect to payment of future monies to Mr. Emerick. An early reply will be appreciated.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Mr. Donald L. Alderton
Attorney At Law
8320 S. E. Stark Street
Portland 16, Oregon

C. H. Maison (2)

DONALD L. ALDERTON
ATTORNEY AT LAW
PHONE KENWOOD 7777
8320 S. E. STARK STREET
PORTLAND 16, OREGON

June 10, 1954.

Oregon State Highway Department
Accounting Division
State Highway Building
Salem, Oregon.

Gentlemen:

RE: Contract No. 3941: Paul B. Emerick,
Contractor:

Enclosed please find the claim for final payment which has been signed by Paul E. Emerick, Operations Manager for the contractor. As stated therein there are certain retained percentages due subcontractors. In detail these items are as follows:

Ace Electric	\$1878.15
Bend Iron Works	283.55
Bigoni Roofing Co.	588.00
Bryan W. Birch	35.78
Carothers Sheet Metal Co.	157.20
Cascade Glass	42.00
Chown Hardware	53.25
Fitzgibbon Glass Co.	516.98
Hennon & Vos	4642.19
Harmax, Inc.	18.68
Hendrickson & Sletta	428.81
Mathers & Son	9.38
Mercer Steel	296.33
Noise Control of Oregon	285.98
Oregon Art Tile	95.63
Overhead Door Co.	1221.00
Lyle Parsley	198.40
Paulson Machine Works	421.73
Soule Steel Co.	775.20
Ed Weller Painting Co.	627.23
Zimmerman & Stricklett	1567.44
	<u>\$14142.91</u>

As mentioned in the enclosed claim, the concrete subcontractor--namely Concrete Construction Co., has a claim for \$24,736.30. In truth and fact only \$11,201.77 of this

ACKNOWLEDGED
H. B. GLAISYER

DONALD L. ALDERTON
ATTORNEY AT LAW
PHONE KENWOOD 7777
8320 S. E. STARK STREET
PORTLAND 16, OREGON

-2-

claim is valid. The dispute existing has been arbitrated and an award made, but the subcontractor is appealing the award. It has made two offers to the general contractor to settle, one being for \$13,500. and one for \$13,000.. This claim of \$24,736.30 includes among other things an item of \$ 9023.00 in backcharges awarded to the general contractor by the board of Arbitrators, but which the subcontractor seeks to have disallowed on appeal on the ground that the notice of the backcharges was not timely made.

The general contractor is aware that there are certain creditors of Concrete Construction Co. who furnished materials used on the Bend Highway Buildings, and who are yet unpaid. They are as follows:

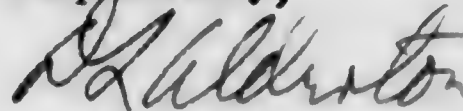
Bend Ready-Mix	\$1499.95
Bend Sand & Gravel Co.	122.73
Empire Block Co.	561.00
Mason Supply Co.	126.53
Goodat Crane Co.	67.50
State Industrial Accident Comm.	664.52
	<u>\$3042.23</u>

paid (Garage)
6-26-51 7/20
phone

In view of the foregoing, the general contractor makes the following suggestion. That the retainage of \$14,142.91 due to subcontractors other than Concrete Construction Co. be paid to the general contractor, who will in turn forthwith pay said subcontractors. That \$3042.23 of the sums due Concrete Construction Co. be paid to the general contractor, who will deposit joint checks to Concrete Construction Co. and its creditors listed above with the Highway Commission. The remainder of the money on hand with the Highway Commission could be retained until the appeal is determined.

If it is necessary to retain the full amount of the claim of Concrete Construction Co., it is suggested that the remaining \$5,736.06 be paid to the general contractor to be used in paying the retainage due the other subcontractors, and that \$3042.23 of the funds claimed by Concrete Construction Co. be handled in the manner above stated.

Respectfully,



Donald L. Alderton

cc: Paul B. Emerick, Contractor.
4540 SE 174th Avenue
Portland, Oregon.

RECEIVED
JUL 28 1954
FOR FILING

REFERRED TO
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BY SECRETARY
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46

3941

July 27, 1954

General Casualty Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland, Oregon

Attention: Mr. A. L. Tebault
Claims Manager

Gentlemen:

Attached hereto is a copy of a letter that the Highway Commission has just received from the Paulson Machine Works, Portland, regarding a claim against Paul B. Emerick. I have acknowledged this letter and told Mr. Kirkwood, the writer of the letter, to contact you relative to payment of the claim.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Att.

NOTED ON CARD

7-27-54

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JUL 28 1954
FOR FILING

REFERRED TO
BY SECRETARY

1-1427
3941

July 27, 1954

Paulson Machine Works
1433 N. W. Quimby Street
Portland 9, Oregon

Attention: Mr. Robert B. Kirkwood
Mgr., Hoist & Crane Div.

Gentlemen:

Acknowledgment is made of the receipt of your letter of July 23, 1954 concerning your claim against Paul B. Emerick for a bridge crane which you state you furnished Mr. Emerick in connection with his contract with the State Highway Commission for construction of buildings in Bend. You do not state the amount of your claim, but from another source I have ascertained it is in the amount of \$421.73.

You inquire whether or not the final payment has been made to Mr. Emerick for work performed on this contract. My answer is in the negative; however, I anticipate that such final payment will be made within the next two days provided outstanding claims are satisfactorily disposed of.

The matter of payment of the claims is being handled by the surety on the bond furnished by Mr. Emerick in connection with this job. This is the General Casualty Company of America whose Portland office is located at 209 S. W. 4th Avenue. Mr. A. L. Tebault is in charge of this office. I would suggest that you contact him.

In the event you secure no satisfaction, then you still have recourse to action in the courts, but I do not believe that is going to be necessary. Should you find it necessary to take court action, you should file your claim with the Secretary of State in conformity with the provisions of the statutes covering such matters, a mimeographed copy of which I enclose for your ready information.

The contract referred to above is State Highway Contract 3941.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

NOTED ON CARD

Paulson

MACHINE WORKS 1433 N. W. QUIMBY ST., PORTLAND 9, OREGON

ESTABLISHED 1919

July 23, 1954

Oregon State Highway Commission
Salem, Ore.

Subject: Crane for Oregon State Highway Shop, Bend, Ore.

Gentlemen;

Our firm furnished the bridge crane for your shops in Bend, Oregon. This crane was ordered from us by Paul B. Emerick for this job, and we made delivery in November 1953. Our first invoice was dated November 5th of that year. As of this writing, we have only received partial payment for this equipment, the account being over 8 months past due. We have no information that indicates our product to be unsatisfactory.

In view of the above facts, we are anticipating taking legal steps to obtain the money due us. Furthermore, we feel that you should be advised of the unsatisfactory way that Paul B. Emerick has met his financial obligations regarding this contract. Paul B. Emerick has, either personally or through his office, advised us repeatedly that payment would be made on certain dates, but no such payments were made. Please advise us if you have made final payment to Mr. Emerick.

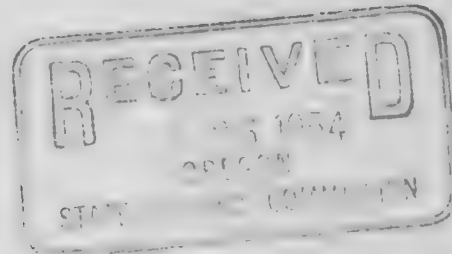
Yours very truly,

PAULSON MACHINE WORKS

Robert B. Kirkwood
Robert B. Kirkwood
Mgr. Hoist & Crane Div.

ANSWERED
H. B. GLAISYER

LETTER TO *Amey*
DATE *7/27*



Engineers. Machinists - Production Manufacturers

RECEIVED
JUL 27 1954
FOR FILING

9-21
-
3941

July 26, 1954

State Industrial Accident Commission
State of Oregon
Salem, Oregon

ATTENTION: R. G. Savage
Assistant Commissioner

Dear Sir:

Thank you for your letter of July 22nd stating that the Concrete Construction Company has paid their balance in the amount of \$664.52 and that payroll reports and contributions for Paul B. Emerick and Concrete Construction Company have been received through May.

These facts pertain to our contract No. 3941 awarded to Paul B. Emerick for construction on highway buildings at Bend, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD

7-26-54 gl

RECEIVED
JUL 27 1954
FOR FILING

9-341
-
3941

July 26, 1954

State Industrial Accident Commission
State of Oregon
Salem, Oregon

ATTENTION: R. G. Savage
Assistant Commissioner

Dear Sir:

Thank you for your letter of July 22nd stating that the Concrete Construction Company has paid their balance in the amount of \$664.52 and that payroll reports and contributions for Paul B. Emerick and Concrete Construction Company have been received through May.

These facts pertain to our contract No. 3941 awarded to Paul B. Emerick for construction on highway buildings at Bend, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD

7-26-54 gl

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION Firm Division

July 22, 1954

Mr. H. B. Glaisyer,
State Highway Building,
Salem, Oregon.

Re: 115325 - Paul B. Emerick
171676 - Concrete Construction Co.

Dear Mr. Glaisyer:

This will confirm the information given you by phone a few days ago that the debit balance of \$664.52 against the Concrete Construction Company was paid in full on June 25, 1954.

We also wish to inform you that payroll reports and contributions on each of the above accounts have been received through May.

Very truly yours,

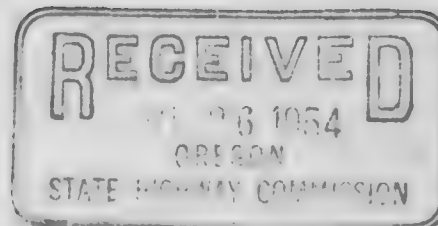
STATE INDUSTRIAL ACCIDENT COMMISSION

R. G. Savage

R. G. Savage,
Assistant Commissioner.

RGS:HH

REFERRED TO
BY SECRETARY
Wm. L. Little
Wm. L. Little



7-22-54

RECEIVED
JUL 27 1954

FOR FILING

9-11
27-11

July 26, 1954

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

We have received a letter from the State Industrial Accident Commission in which they wrote as follows:

"This will confirm the information given you by phone a few days ago that the debit balance of \$664.52 against the Concrete Construction Company was paid in full on June 25, 1954.

We also wish to inform you that payroll reports and contributions on each of the above accounts have been received through May."

This information pertains to our contract No. 3941 awarded to Paul B. Emerick for construction of highway buildings at Bend and is provided as your Company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

cc: Dooley & Company
Board of Trade Bldg.,
Portland 4, Oregon

cc: Mr. Paul B. Emerick
4540 SE 17th Avenue
Portland, Oregon

MAILED 101 C12

7-26-54

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FOR FILING

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1-2
3941

July 23, 1954

Bend Redi-Mix Company
Box 111
Bend, Oregon

ATTENTION: J. D. Nelson

Dear Sir:

We have your letter of July 21st concerning your claim against Paul B. Emerick on State Highway contract No. 3941.

In this morning's mail we received copies of the claim and letter from the Secretary of State stating that the claim has been filed in that office.

We believe that you have taken the necessary steps to protect your claim under the bond given with the contract.

Final payment has not yet been made on this job and we cannot say when such payment will be made as there are a number of complicating factors involved.

If you do not receive payment in what you figure to be a reasonable time, please feel free to write to us. Also, it might be well for you to contact the surety whose address you already have.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:do

Bend Redi-Mix Co.

CERTIFIED CONCRETE

BOX 111, BEND, OREGON

PLANT LOCATED AT 759 EAST FIRST STREET

July 21, 1954

Oregon State Highway Department
Salem, Ore.

Att'n Mr. Floyd Query ✓
Assistant Secretary

Dear Mr. Query:

In Accordance with the instructions in your letter of May 4th relative to our claim against the Paul B. Emerick Co. we have filed a notice with the Secretary of State, a copy of which is attached.

If this notice of claim does not protect us until payment has been received, irrespective of the time element, will you please so advise?

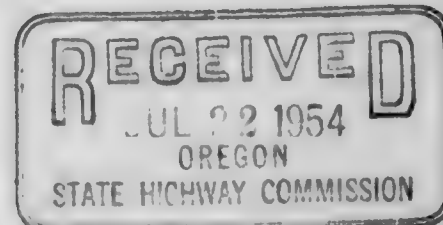
Thank you;

Bend Redi-Mix Co.

J. D. Nelson
J.D. Nelson

REFERRED TO

BY SECRETARY



Let us know if we can help you in the future.
H.N.

RECEIVED
JUL 27 1954
FOR FILING

9-2-54
3941

July 23, 1954

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

ATTENTION: Geo. C. Stephens

Dear Sir:

We acknowledge with thanks your letter of July 22nd to which was attached 3 copies of claim filed with your office by the Bend Redi-Mix Company against Paul B. Emerick on contract No. 3941 in the sum of \$1,499.95, your file No. 3457.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD



EARL T. NEWBRY

SECRETARY OF STATE

SALEM, OREGON

July 22, 1954

Mr. H. B. Claiborn, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by Bend Bedi-Mix Co., for concrete materials furnished in the sum of \$1499.95 against the bond taken from the Paul L. Emerick Co., Principal, and the General Surety Co. of America, Surety, through Dooly and Co., for construction of the Oregon State Highway Division Shops at Bend, Oregon, Contract No. 2941, our file No. 3457.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Guel Stephens

Clerk
Records Division

cc:
Enc.



RECEIVED
JUL 27 1954
FOR FILING

9-2-57
3741

Mrs. Lewis

July 23, 1954

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the Bend Redi-Mix Company for concrete materials furnished on State Highway contract No. 3941 for construction of the Bend shop and other buildings, awarded to Paul B. Emerick. The claim is in the sum of \$1,499.95.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Enc.

cc:

Mr. Paul B. Emerick
4540 SE 17th Avenue
Portland, Oregon

NOTED ON CARD

July 21, 1964

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned Bend Redi-Mix Co. has a claim for concrete materials furnished in the sum of \$1499.95 against the bond taken from the Paul B. Emerick Co. and issued by The General Casualty Co. of America, through Dooly and Co. for construction of the Oregon State Highway Division Shops at Bend, Oregon.

Bend Redi-Mix Co.

J.D.Nelson

PAUL E. NELSON, JR.
1000 1/2 N. 10TH

PORTLAND, OREGON

Plant located at 759 East First Street

July 11, 1954

Secretary of State

State of Oregon

Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned
Bend Redi-Mix Co. has a claim for concrete materials furnished
in the sum of \$1499.95 against the bond taken from the Paul E.
Herrick Co. and issued by The General Casualty Co. of America,
through Moody and Co. for construction of the Oregon State Highway
Division Shop at Bend, Oregon. Contract No. 3941.

Bend Redi-Mix Co.

J. P. Nelson

J. P. Nelson

RECORDED
File No. 3457
Filed July 22, 1954
PAUL T. NELSON, Secretary of State

RECEIVED
FOR FILING

9 11 1
5-11

June 15, 1954

Bend Iron Works
P. O. Box 807
Bend, Oregon

Attention: Mr. R. D. Allison
Office Manager

Gentlemen:

Replying to your inquiry of June 11, 1954 I wish to say that the Paul B. Emerick Contract No. 3941 was completed by Mr. Emerick on May 5, 1954 and was accepted by a formal action of the State Highway Commission on May 11, 1954. Final payment in connection with this job, however, has not as yet been released.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

SINCE

1916



BEND IRON WORKS

DESIGNERS

FOUNDERS

MACHINISTS

P. O. BOX 807

Bifco

TELEPHONE 74

BEND, OREGON

June 11, 1954

State Treasury Dept.
Salem, Oregon

Gentlemen:

We were Sub-contractors on the State highway shops and buildings at Bend on which Paul Emerick of Portland held the contract.

We wish to inquire if this contract has been completed and approved by the State and if full settlement has been made with Mr. Emerick as he is withholding sums due us on our sub-contract.

An early reply will be appreciated.

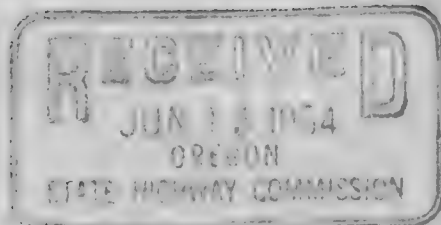
Very truly yours,

BEND IRON WORKS

R. D. Allison

R. D. ALLISON
Office Manager

ANSWERED
H. B. GLAISYER



CAST IRON

BRASS

BRONZE

ALUMINUM CASTINGS

ALLOY

STAINLESS

ESCO

MANGANESE

STEEL

RECEIVED
JUN 7 1954
FOR FILING

9-1-1
2-1-1

June 7, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3941 for construction of equipment repair shop, office building and storage shed at Bend in Deschutes County was completed by the contractor, Paul B. Emerick, on May 5 and was formally accepted by the Highway Commission on May 11, 1954.

Final payment in the amount of \$30,472.36 will be released to the contractor on or after June 17, 1954, providing outstanding claims are satisfied and this office advised. The total contract amount is \$399,076.37 and no force account work was performed on the project.

There are numerous claims filed against this project, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

NOTED ON CARD

6-7-54, 5!

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JUN 2 1954
FOR FILING

9-3651
29-11

June 1, 1954

Mr. Robert W. Chandler, Editor and Publisher
and
Mr. Phil F. Brogan, Associate Editor
The Bend Bulletin
Bend, Oregon

Gentlemen:

On behalf of the Highway Commission, I thank
you for the friendly editorial of Wednesday, May 19, in
the Bend Bulletin, entitled "Congratulations, and a
Welcome."

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl

THE CENTRAL OREGON PRESS

CENTRAL OREGON PRESS

An Independent Newspaper

Robert W. Chandler, Editor and Publisher

Phil F. Brogan, Associate Editor

Member, Audit Bureau of Circulations

Second Class Matter, January 6, 1917 at the Post Office at Bend, Oregon under Act of March 3, 1879.

Congratulations, and a Welcome

Blueprints unfolded by contractors on a rather rocky site just north of Bend one year ago failed to depict for the layman the beauty and utility of the plant that has emerged from those prints.

That plant is the state highway department's new maintenance shops and division headquarters, serving all or parts of 15 Oregon counties. Commissioner Charles H. Reynolds is authority for the statement that it is the most modern plant of its type in the west, although not as large as some of the older maintenance headquarters, in other states.

A year ago when the \$443,518 contract was let by the state highway commission, most Central Oregonians visioned a sprawling service plant surrounded by truck-filled yards. After all, the contract called for the construction of highway shops, and machinery shops certainly cannot be considered bits of architectural beauty.

But there is nothing "shoppy" about the big plant that has taken its place on the 20-acre tract. An attractive office building directly faces U. S. Highway 97, grounds in that area have been landscaped, and in the rear, the big maintenance buildings dominate assembly areas that might be called courts.

In recent weeks, much shrubbery has been moved in, and lawns have been planted. At the rear of the office building is a huge checkerboard that is more than an ornamental "backyard": Its giant squares are alternately surfaced with red and black cinders, stuff from which the region's fine, fast roads are coated.

Approaches from U. S. 97 to the area have been widened. Safety lanes make it possible for the hurried autoist to slow as he nears the big plant. Signs indicate to that motorist that here can be obtained the services of friendly state police or information from trained highway department personnel.

The new shops are a Central Oregon asset. They serve to emphasize the importance of modernized, converging highways to the economy of the region.

Central Oregon extends to Chairman Ben R. Chandler and his fellow commissioners and to R. H. Baldock and his staff its thanks for a job well done.

And to the rapidly growing shop "family," a hearty welcome to the Central Oregon community—a community that owes much to its fine highways.

the subcontractor claims in addition to the amount of the Award.

The subcontractor's counsel, Mr. Frank Whitaker, has advised that he intends to bring an action on the bond in pursuance of the provisions of the statutes mentioned above, and to that end has given the notice thereof to the Secretary of State and the bonding company. It is the position of the general contractor that since the contract provides for arbitration, and since the parties

ALDERTON
KEY AT LAW
NW 7777
STARK STREET
16, OREGON

1954.

ision ✓

F. QUERY

S.L.

41; Division Headquarters
Bend, Oregon: Paul B. Emerick,
Director:

Re above mentioned matter, Concrete Contractor on said job, has filed a petition of State pursuant to the provisions of 22 ORS et seq.). In response the contractor desires to advise you of the same.

The subcontractor and the general contractor have arbitration under case No. 216-1 of the State of Oregon for Multnomah County was entered therein. That on April, 1954 the subcontractor has petitioned to said Award in said arbitration to the general contractor and to proceed further with said appeal. The testimony in said Arbitration has been heard.

As of said award there has been no agreement between the parties looking to a settlement figure based on the Award, and no has been reached. There are estimates amounting to about \$2,000. that in addition to the amount of the Award.

DONALD L. ALDERTON
ATTORNEY AT LAW
PHONE KENWOOD 7777
8320 S. E. STARK STREET
PORTLAND 16, OREGON

May 29, 1954.

Secretary of State
Salem, Oregon

Oregon State Highway Commission
Salem, Oregon

F. QUERY

S.L.

Gentlemen:

RE: Contract No. 3941; Division Headquarters
Buildings at Bend, Oregon: Paul B. Emerick,
General Contractor:

In connection with the above mentioned matter, Concrete Construction Co., a subcontractor on said job, has filed a notice with the Secretary of State pursuant to the provisions of Sec. 98-101 OCLA (279.522 ORS et seq.). In response thereto the general contractor desires to advise you of the present status of this claim.

The dispute between said subcontractor and the general contractor was submitted to arbitration under case No. 216-809 in the Circuit Court of the State of Oregon for Multnomah County, Oregon and an Award was entered therein. That on or about the 19th day of April, 1954 the subcontractor filed certain written Objections to said Award in said case, but so far as known to the general contractor and his counsel has failed to proceed further with said appeal. That the transcript of the testimony in said Arbitration hearing has not been ordered.

That since the entry of said award there has been considerable negotiation between the parties looking to arriving at a correct settlement figure based on the Award, but to date no agreement has been reached. There are certain disputed items amounting to about \$2,000. that the subcontractor claims in addition to the amount of the Award.

The subcontractor's counsel, Mr. Frank Whitaker, has advised that he intends to bring an action on the bond in pursuance of the provisions of the statutes mentioned above, and to that end has given the notice thereof to the Secretary of State and the bonding company. It is the position of the general contractor that since the contract provides for arbitration, and since the parties

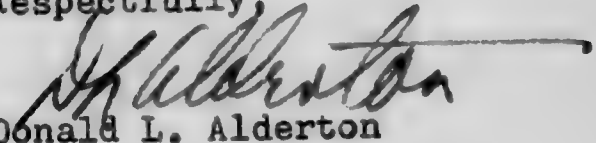
DONALD L. ALDERTON
ATTORNEY AT LAW
PHONE KENWOOD 7777
8320 S. E. STARK STREET
PORTLAND 16, OREGON

-2-

have in fact submitted the controversy to Arbitration, that they are bound thereby, and that the only and exclusive remedy now available to either of them is to appeal the award in its entirety to the Circuit Court, or to request the Court to refer the matter back to the arbitrators for further hearing upon the disputed matters. This position of the general contractor is based upon Section 33.240 ORS, which provides that a suit or action upon a matter submitted to arbitration is absolutely barred.

Unless the subcontractor proceeds with reasonable diligence to prosecute his appeal in said Arbitration, the general contractor will move the Court for an order compelling the same or compelling further hearing on the disputed matters.

Respectfully,


Donald L. Alderton

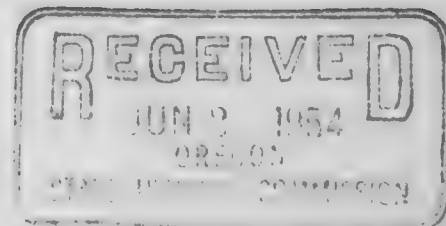
cc: General Casualty Co. of America
c/o Dooley & Co.
Board of Trade Building
Portland 4, Oregon.

Mr. Frank L. Whitaker
Attorney at Law
Equitable Building
Portland, Oregon.

Mr. Paul B. Emerick, Contractor
4540 SE 174th Ave.
Portland, Oregon

Referred to Highway Commission

Secretary of State
Records Division



RECEIVED
JUN 26 1954
FOR FILING

7-3451

May 27, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of May 26th and the three copies of a claim filed with your office by Concrete Construction Company against Paul B. Emerick on State Highway Contract No. 3941. The claim is in the sum of \$24,736.30 and bears your file No. 3454.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:md

NOTED ON CARD

5-27-54, *g*



EARL T. NEWBRY

SECRETARY OF STATE

SALEM, OREGON

May 26, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Frank L. Whitaker, Attorney at Law, Equitable Building, Portland 4, Oregon and filed as of this date, a notice of claim by Concrete Construction Company for labor and materials furnished by it in the construction of Division Headquarters Buildings of the State Highway Commission near Bend, Oregon, in the sum of \$24,736.30 against the bond taken from Paul B. Emerick, principal and General Casualty Company of America, surety, for the construction by Paul B. Emerick, contractor, of said Division Headquarters Buildings at or near Bend, Oregon, for the State Highway Department, under contract No. 3941. Our File No. 3454.

We are enclosing three copies of the claim for your information and files.

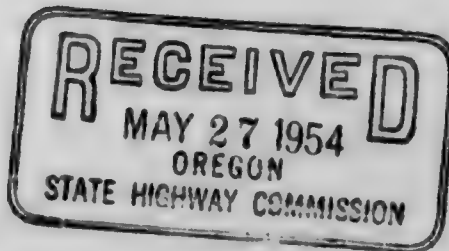
Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By *Geo. C. Stephens*
Clerk, Records Division

NF:K
Enc.



RECORDED

5-26-54

RECEIVED
MAY 26 1954
FOR FILING

3741

May 27, 1954

General Casualty Company of America
Portland Branch Office
209 S. W. Fourth Avenue
Portland, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Concrete Construction Company against Paul B. Emerick in the sum of \$24,736.30. This claim is for labor and materials furnished Mr. Emerick in construction of the division headquarters buildings in Bend on State Highway Contract No. 3941.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:md
Attach.

cc - Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

NOTED ON CARD

5-27-54 *gR*

FRANK L. WHITAKER

Attorney at Law
Equitable Building
Portland 4, Oregon

May 20, 1954

Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that Concrete Construction Company, an Oregon Corporation, the undersigned, has a claim for labor and materials furnished by it in the construction of Division Headquarters Buildings of the State Highway Commission near Bend, Oregon, under sub-contract dated June 23, 1953 between Concrete Construction Company and Paul B. Emerick, contractor, the latter being the general contractor on said job, being contract No. 3941, in the sum of \$24,736.30, against the bond taken, Paul B. Emerick, contractor, as principal and General Casualty Company of America, as surety, for the construction by Paul B. Emerick, contractor, of said Division Headquarters Buildings at or near Bend, Oregon, for the State Highway Department, under contract No. 3941.

CONCRETE CONSTRUCTION CO.

By Dale G. Wheeler
President

FLW:m

cc: General Casualty Co of America
c/o Dooley & Co.,
Board of Trade Building
Portland 4, Oregon

Paul B. Emerick, Contractor
c/o Donald Alderton, Attorney
8320 SE Stark Street
Portland, Oregon

ENDORSED

File No. 3454

Filed—May 26, 1954

EARL T. NEWBRY, Secretary of State

RECEIVED
MAY 27 1954
FOR FILING

4-26
3741

May 26, 1954

Oregon State Highway Commission

Gentlemen:

Herewith copy of a Bend Bulletin editorial
apropos of the opening of the state highway headquarters
at Bend.

R. H. Baldock

RHB:hl
Encl.

RECEIVED
MAY 28 1954
FOR FILING

9-2-54
3941

May 26, 1954

Mr. Frank L. Whitaker
Attorney at Law
Equitable Building
Portland 4, Oregon

Dear Mr. Whitaker:

As requested in your letter and affidavit of May 20th we are forwarding by separate mail a certified copy of contract and bond No. 3941, awarded to Paul B. Emerick, for construction of Division Headquarter Buildings at Bend.

This is in connection with an unpaid claim that Concrete Construction Company has against Mr. Emerick on this contract.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:jmc

noted
H

FRANK L. WHITAKER
ATTORNEY AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

May 20, 1954

State Highway Commission
Salem, Oregon

Attn: H. B. Glaesyer, Secretary ✓

Gentlemen:

As provided by Sec. 98 - 205, OCLA, application is hereby made for copy of the contract and bond between Paul B. Emerick, contractor, and the State of Oregon, acting by and through the State Highway Commission on contract No. 3941 for construction of Division Headquarters Buildings at Bend, Oregon.

There is attached, and by this reference made a part, an affidavit of Concrete Construction Company, showing that it was the subcontractor under Paul B. Emerick which performed the concrete work on said contract.

Very truly yours,

Frank L. Whitaker

Frank L. Whitaker
Attorney for Concrete Construction Co.

FLW:m



A F F I D A V I T

1 STATE OF OREGON,)
2 COUNTY OF MULTNOMAH.) ss.

3 I, GALE G. WHEELER, being first duly sworn, depose and say:

4 That I am President of Concrete Construction Company, an
5 Oregon Corporation, which, under date of June 23, 1953 entered into
6 a sub-contract with Paul B. Emerick, contractor, for performance by
7 Concrete Construction Company of most of the concrete work on contract
8 No. 3941 on the Division Headquarters Building near Bend, Oregon, and
9 that Concrete Construction Company has an unpaid claim against Paul B.
10 Emerick, contractor, and his bondsmen, for labor and materials furnished
11 by it under said sub-contract.

12 DATED at Portland, Oregon this 24 day of May, 1954.

13
14 CONCRETE CONSTRUCTION CO.,

15 By Gale G. Wheeler
16 President

17
18 Subscribed and sworn to before me this _____ day of _____,
19 1954.

20 _____
21 Notary Public for Oregon

22 My Commission Expires:
23
24
25
26
27
28
29
30
31

RECEIVED

FOR FILING

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND 7-651

H. B. GLAISYER
SECRETARY

3941



OREGON

STATE HIGHWAY DEPARTMENT

WM. E. CHANDLER, DIVISION ENGINEER

BEND, OREGON

May 24, 1954

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

NOTED

State Highway Engineer

Dear Mr. Baldock:

I wish to call your attention to the contributors of
flowers to the Division 4 Headquarters opening:

Ward Motor Company, Bend
Bend Lions Club
Bend-Portland Truck Service, Bend
Mr. Richard W. Brandis, Mayor, Bend
Bend Branch, U. S. National Bank
Brooks-Scanlon, Inc., Bend
Deschutes Co. Title & Abstract Co., Bend
The Bend Bulletin
The Bend Kiwanis Club
Bend Garage Company
Mrs. Polly Grutze, Donner Flower Shop, Bend
Deschutes Federal Savings & Loan Assn., Bend
Rotary Club, Bend
Sanders Flowers, Bend
Cascade Glass Co., Bend
Mr. Frank Loggan & K. B. N. D., Bend
Mr. Fred Paine & Mr. Lloyd Abrams, Standard Oil Co., Bend
Houk-VanAllen, Firestone Store, Bend
Central Oregon Motors, Bend
The First National Bank of Portland, Bend Branch
Central Oregon Motors, Redmond
Houk Motor Company, Prineville
Redmond Motor Company, Redmond
Bend Chamber of Commerce, Bend

Very truly yours,

WM. E. CHANDLER
Division Engineer

WEC:me

RECEIVED
MAY 19 1954
FOR FILING

Lewis

9-1-1

May 12, 1954

General Casualty Company of America
209 S. W. Fourth Avenue
Portland, Oregon

Attention: Mr. G. E. Burnett

Gentlemen:

We have received a letter from Empire Building Material Company, 9255 Northeast Halsay Street, Portland 16, stating that they have a claim against Concrete Construction Company in the sum of \$561.00 for material furnished in construction of the maintenance buildings at Bend. This contract bears our number 3941 and was awarded to Paul B. Emerick. It appears that Concrete Construction Company operated as a subcontractor to Mr. Emerick.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Querv, Assistant Secretary

PAID: 5/18

cc - Dooly and Company
Board of Trade Building
Portland 4, Oregon

Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

NOTED ON CARD

5-19-54, 9

RECEIVED
MAY 19 1954
FOR FILING

Lewis

9 - 1
3741

May 19, 1954

Empire Building Material Co.
9255 N. E. Halsey Street
Portland 16, Oregon

Attention: Mr. Frank Spangler, President

Gentlemen:

This is to acknowledge your letter of May 17th in which you state that you have a claim in the sum of \$561.00 against the Concrete Construction Company who acted as subcontractors to Paul Emerick in construction of the three Highway buildings in Bend, known as Contract No. 3941.

The General Casualty Company of America through Dooly and Company, Board of Trade Building, Portland 4, furnished the performance bond for this contract which assures completion of the project and payment of bills incurred in it.

The contract was completed May 5th and was accepted by the Commission May 11, 1954. Final payment, however, has not been made and most probably will not be until claims against the project have been satisfactorily adjusted.

If you wish to protect your claim for a period longer than six months following acceptance of the contract, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing this filing, we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:md 5/17
Attach.

NOTED ON CARD

10-17-54

EMPIRE BUILDING MATERIAL CO.

9255 N. E. Halsey Street

Lincoln 6535

Portland 16, Oregon

May 17, 1954.

3941

Mr. H. B. Gaisyer,
Sec. Oregon State Hiway Commission,
State Hiway Building,
Salem, Oregon.

Dear Mr. Gaisyer:

I wish to register our claim against the State Hiway Maintenance Building at Bend, Oregon, which has just recently been constructed by the general contractor Paul Emerick.

We furnished material to the sub-contractor Concrete Construction Co., on which they still owe us a balance of \$561.00 from October, 1953.

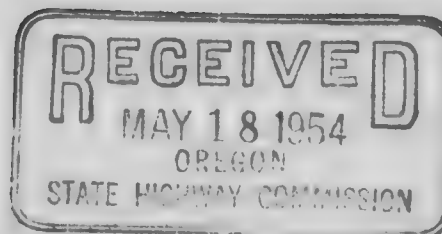
I would like to be protected against loss for this amount of money and will appreciate your advising me the procedure to follow.

Sincerely,

EMPIRE BLDG. MATERIAL CO.

BY *Frank Spangler*
Frank Spangler, Pres.

FS/is



RECEIVED

MAY 18 1954

RECEIVED
THE BEND BULLETIN

BEND BULLETIN

Central Oregon's Daily Newspaper

51st Year One Section

Bend, Deschutes County, Oregon, Saturday, May 15, 1954 Eight Pages

New Highway Shops Area Is Dedicated

Oregon's newest highway plant, serving all or parts of 15 counties and described as the finest in the entire west, was formally dedicated this morning.

The dedication took place at the shop site two miles north of the Bend city center, on a 20-acre tract adjacent to U. S. 97.

State highway department officials, including two of the three commissioners and Engineer R. H. Baldock, were present. Charles H. Reynolds of LaGrande, eastern Oregon's representative on the commission, was the principal speaker.

Also on the program was Ben R. Chandler of Coos Bay, state highway commission chairman.

Frank H. Loggan was master of ceremonies at the program, held out of doors on a platform in front of the maintenance shed. Some 300 persons stood in a newly surfaced area, to listen to the short program highlighted by the introduction of guests.

B. A. Stover, program chairman, read a telegram from Governor Paul Patterson, who expressed his regret that he was unable to attend, because of earlier commitments.

Reviews Operation

Reynolds reviewed the operation of the state highway commission in constructing and maintaining Oregon's multimillion dollar highway system and in building and operating such plants as the one just completed here, at a contract price of \$443,518.

The district No. 4 shop is considered the most modern highway plant in the western states, Reynolds said.

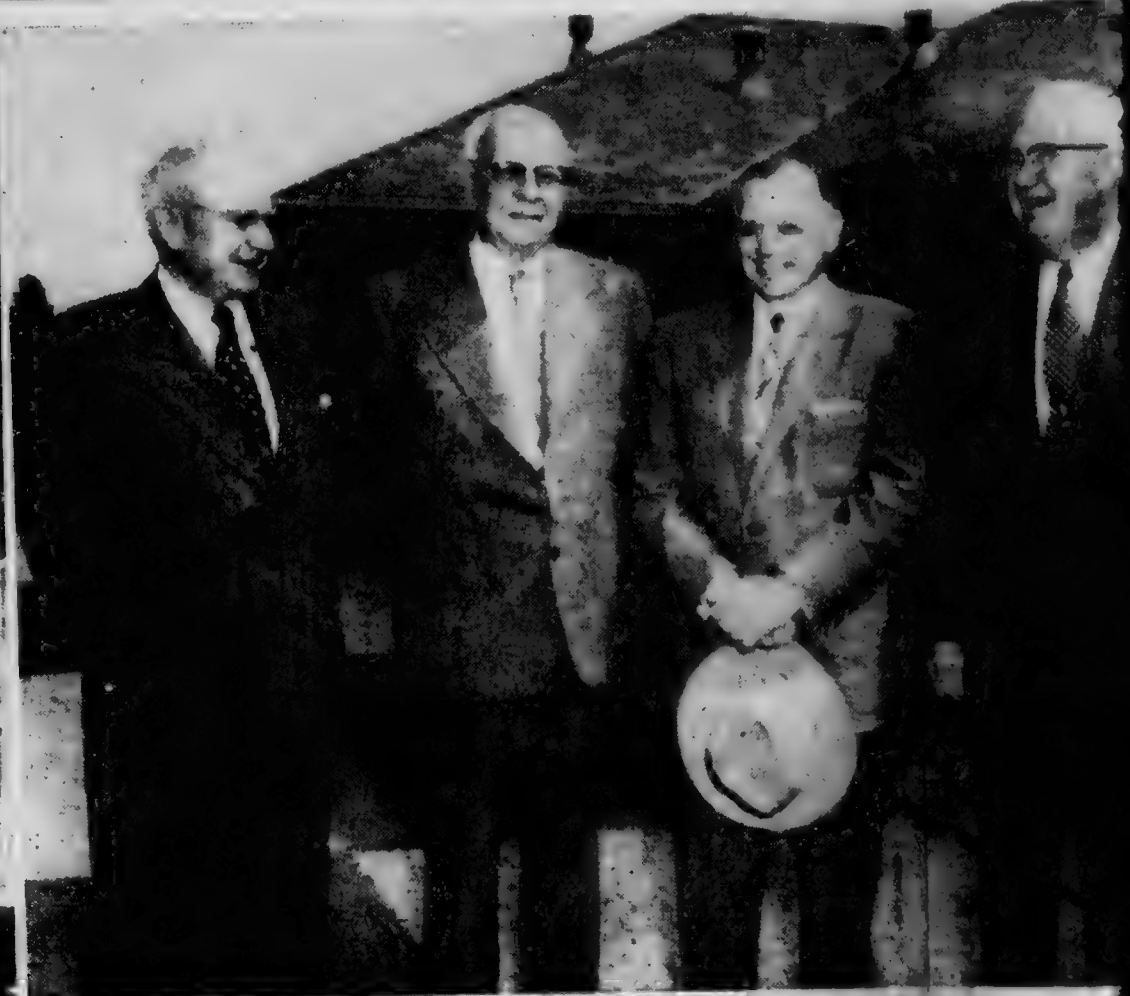
Equipment, including five rotaries, had been assembled on the grounds. Other equipment was in the shops, and members of the rapidly growing shop crew, with Floyd Starkey as superintendent, were on hand to serve as guides.

In the open house observance at the new office building, highway personnel and state police served as hosts and guides.

The open house program was suspended briefly for the dedication, at which Mayor Richard W. Brandis of Bend extended a welcome. Loggan reviewed the history of the development of



CHAIRMAN — B. A. Stover, Bend, was chairman of the dedication program. He read a message from Governor Paul Patterson, who was unable to attend. (Bend Bulletin Photo)



OFFICIALS ATTEND DEDICATION—Here for the dedication of the Division 4 plant shortly before noon today were two members of the state highway commission and highway engineers. In this picture, from the left, are R. H. Baldock, Salem, state highway engineer; Ben R. Chandler, Coos Bay, chairman of the highway commission; Charles H. Reynolds, LaGrande, eastern Oregon's representative on the commission, and [unnamed], engineer in charge of the Bend division. (Bend Bulletin Photo)

NOTED
gateway to the future

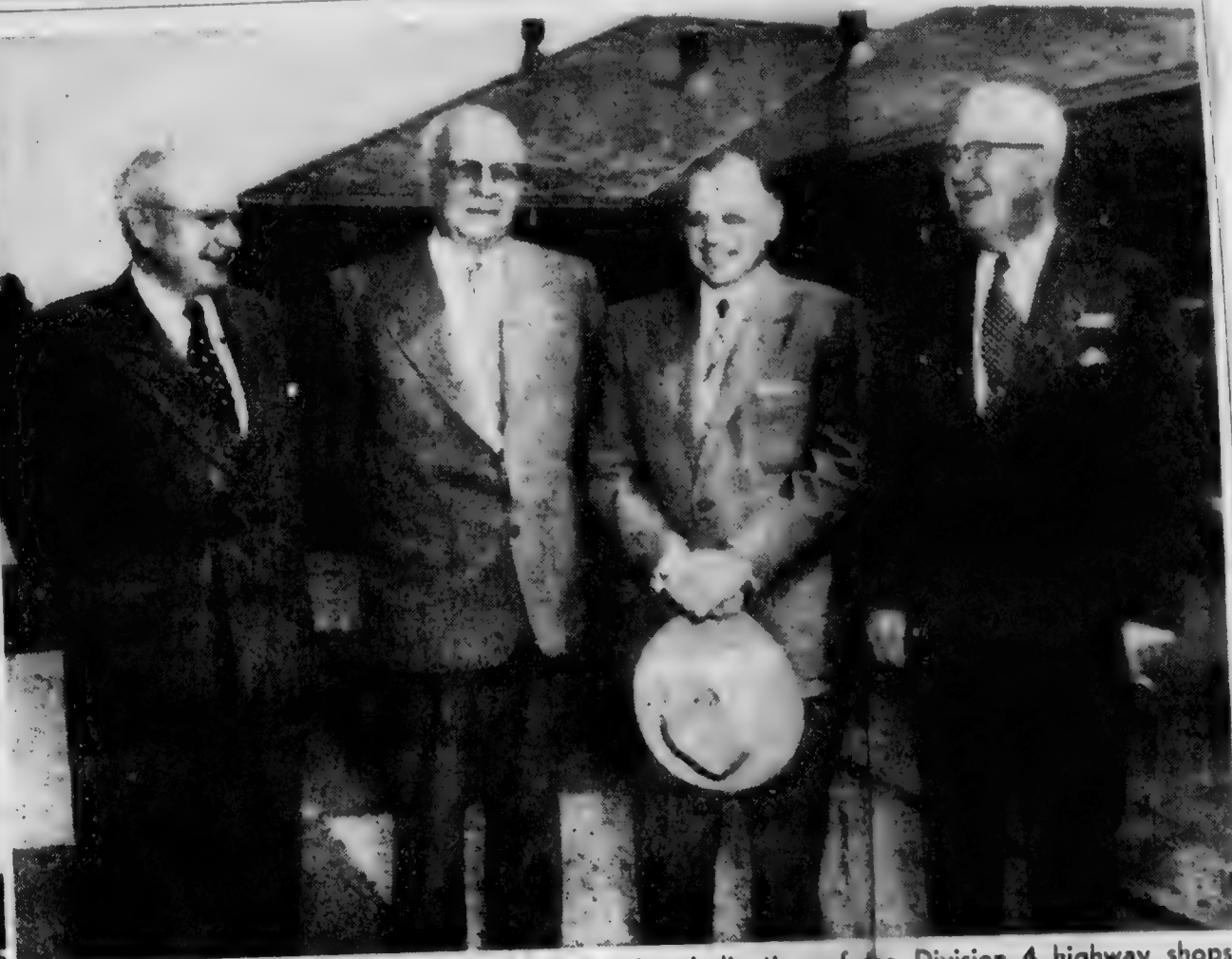
BEND BULLETIN

Central Oregon's Daily Newspaper

Bend, Deschutes County, Oregon, Saturday, May 15, 1954

Eight Pages

No. 136



CHAIRMAN — B. A. Stover, Bend, was chairman of the dedication program. He read a message from Governor Paul Patterson, who was unable to attend. (Bend Bulletin Photo)

OFFICIALS ATTEND DEDICATION—Here for the dedication of the Division 4 highway shops shortly before noon today were two members of the state highway commission and a group of highway engineers. In this picture, from the left, are R. H. Baldock, Salem, state highway department engineer; Ben R. Chandler, Coos Bay, chairman of the highway commission; Charles H. Reynolds, LaGrande, eastern Oregon's representative on the commission, and W. E. Chandler, engineer in charge of the Bend division. (Bend Bulletin Photo)

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In the open house observance at the new office building, highway personnel and state police served as hosts and guides.

The open house program was suspended briefly for the dedication, at which Mayor Richard W. Brandis of Bend extended a welcome. Loggan reviewed the history of the development of the local shops, constructed by Paul Emerick of Portland.

Guests Present

Guests were present from such widely separated points as Klamath Falls and The Dalles. Judge Ward R. Webber of Wasco was present from The Dalles and Tom Watters, veteran member of the Klamath chamber road committee, represented the southern part of the district. Jess Minson represented Crook county, and Judge C. L. Allen, Deschutes. M. A. Lynch, ex-member of the state highway commission, was present from Redmond.

Members of the local staff introduced included W. E. Chandler, division engineer, and his assistant, Dean Swift. The delegation from highway department headquarters in Salem included Carl Snyder, who designed the Bend plant.

Sgt. Lowell Hirtzell represented the state police.

Baldock early this afternoon was guest speaker at a no host luncheon at the Pine Tavern.

CHAIRMAN — B. A. Stover, Bend, was chairman of the dedication program. He read a message from Governor Paul Patterson, who was unable to attend. (Bend Bulletin Photo)

OFFICIALS ATTEND DEDICATION—Here for the dedication of the shop site two miles north of the Bend city center, on a 20-acre tract adjacent to U. S. 97, shortly before noon today were two members of the state highway commission, highway engineers. In this picture, from the left, are R. H. Baldock, state highway department engineer; Ben R. Chandler, Coos Bay, chairman of the commission; Charles H. Reynolds, LaGrande, eastern Oregon's representative on the commission; and Ben R. Chandler, Coos Bay, chairman of the Bend division. (Bend Bulletin Photo)

THE BEND BULL

Central Oregon's Daily Newspaper

51st Year

Two Sections

Bend, Deschutes County, Oregon, Friday, May 14, 1954



ON EVE OF DEDICATION—Presented here is an airplane view of the state highway department's new division shops and headquarters at exercises set for 11:00 a. m. tomorrow. In the immediate foreground is The Dalles-California highway, and running parallel with the old Bend-Redmond road. The shop buildings occupy a 22-acre tract. The division highway office and state police headquarters are main maintenance shop structure at center. At left is a maintenance shed. A new building is under construction at the rear of the dedication program will be in front of light-topped building at left. (Bend Bulletin photo by Otto Kassner, from plane piloted by Pat

Two Week Ticket Drive Planned By Playhouse

Oregon State Highway Commission's New Shops at Bend to Be Dedicated Saturday

Season ticket books for the Panorama Playhouse 1954 season will go on sale throughout central Oregon Monday, May 17, with members of the Bend-Redmond Community Concert association and other volunteers of Bend, Madras and Prineville co-operating in a two-week drive. No season books will be available after June 1, it was emphasized by Don Pence, publicity and promotion manager for the

Dedication of the Oregon state highway commission's newest shops, serving all or parts of 15 different counties, will be held tomorrow morning at 11 o'clock.

Preceding and following the short dedication ceremony, there will be an open house, from 10 a. m. until noon, at the new plant, contract cost of which was \$443,518. The open house will include the new Highway Division No. 4 headquarters and the state police offices.

Assembled for inspection in the huge maintenance building will be heavy equipment, including rotary plows from Cascades passes.

The dedication and open house

The dedication rites will be held on the platform of the maintenance shed, near the south end of the 22-acre site. Frank H. Loggan, Bend, will preside. At the start of the program, a flag will be raised on a newly erected standard in front of the main office building.

The welcome will be by Mayor Richard W. Brandis of Bend, then will follow the introduction of guests, including members of the state legislature, highway commissioners, state highway department and state police personnel.

Also introduced will be members of delegations from the various counties

gon member of the commission, to be the main speaker.

Preceding the dedication, the Bend Municipal Band, directed by Norman Whitney, will present a short concert. Following the dedication, the open house program will be resumed.

Heading a delegation coming from Salem will be R. H. Baldock, state highway department engineer. He and his staff members will be among those introduced.

Following the program, there will be a no-host luncheon at the Pine Tavern, with Baldock as the guest speaker. This will be at 12:30 p. m.

R. A. Stover, Bend ex member

ON EVE OF DEDICATION—Presented here is an airplane view of the state highway department's new division shops and headquarters at exercises set for 11:00 a. m. tomorrow. In the immediate foreground is The Dalles-California highway, and running parallel with the old Bend-Redmond road. The shop buildings occupy a 22-acre tract. The division highway office and state police headquarters are the main maintenance shop structure at center. At left is a maintenance shed. A new building is under construction at the rear of the dedication program will be in front of light-topped building at left. (Bend Bulletin photo by Otto Kassner, from plane piloted by Pat

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Mrs. Del Hale is general chairman for the intensive drive to promote the second summer season of the Playhouse in Bend. Ordinarily the concert group is inactive during the summer months, but the handling of the pre-season ticket sale for the theatrical group will mark an additional effort toward promotion of the arts in the Central Oregon area, she pointed out.

In Bend, headquarters for the sale will be at the Bend Chamber of Commerce offices. Mrs. Kenneth Munkres will be in charge in Redmond, with headquarters at her home. Headquarters will also be set up at the Madras Ceramic shop, and at the Clinic Drug in Prineville. Community chairmen include Mrs. O. O. Hagedorn, Prineville; Mrs. Ed Harris, Madras; Mrs. M. E. Tringle, Culver, and Mrs. Meredith Bailey and Mrs. Gerald Benson, Sisters.

Working on the sale in co-operation with the concert group will be members of Bend Community Players, and others who are particularly interested in dramatics.

Each season book will contain eight transferrable admissions, with scrip selling at \$10 for adults and \$4 for high school students and younger children.

Under direction of Paul E. Ouellette, the Playhouse season will open July 5, with shows to be presented nightly Monday through Saturday, through August 28. The opening production will be Noel Coward's comedy, "Hay Fever," followed by "Papa Is All," "The Guardsman," "Hedda Gabler," "The Taming of the Shrew," "The Glass Menagerie," "Ten Nights in a Barroom" and "But Not Goodbye."

SALEM MAN NAMED

CORVALLIS, Ore. (AP)—J. Al Head, Salem, assistant Oregon state traffic engineer, yesterday was elected president of the western section of the Institute of Traffic Engineers, made up of 11 western states and British Columbia.

Dedication of the Oregon state highway commission's newest shops, serving all or parts of 15 different counties, will be held tomorrow morning at 11 o'clock.

Preceding and following the short dedication ceremony, there will be an open house, from 10 a. m. until noon, at the new plant, contract cost of which was \$443,518. The open house will include the new Highway Division No. 4 headquarters and the state police offices.

Assembled for inspection in the huge maintenance building will be heavy equipment, including rotary plows from Cascades passes.

The dedication and open house will be open to the public, with members of the highway department staff and state police to serve as hosts and guides.

The dedication rites will be held on the platform of the maintenance shed, near the south end of the 22-acre site. Frank H. Loggan, Bend, will preside. At the start of the program, a flag will be raised on a newly erected standard in front of the main office building.

The welcome will be by Mayor Richard W. Brandis of Bend, then will follow the introduction of guests, including members of the state legislature, highway commissioners, state highway department and state police personnel.

Also introduced will be members of delegations from the various counties.

Ben R. Chandler, Coos Bay, highway commission chairman, will be introduced, with Charles H. Reynolds, LaGrande, eastern Ore-

gon member of the commission, to be the main speaker.

Preceding the dedication, the Bend Municipal Band, directed by Norman Whitney, will present a short concert. Following the dedication, the open house program will be resumed.

Heading a delegation coming from Salem will be R. H. Baldock, state highway department engineer. He and his staff members will be among those introduced.

Following the program, there will be a no-host luncheon at the Pine Tavern, with Baldock as the guest speaker. This will be at 12:30 p. m.

B. A. Stover, Bend, ex-member of the state legislature, is program chairman for the Bend Chamber of Commerce, group sponsoring the dedication.

RECEIVED
MAY 5 1954
FOR FILING

Lewis

7-11-54
3941

May 4, 1954

Bend Redi-Mix Co.
Box 111
Bend, Oregon

Attention: Mr. J. D. Nelson

Gentlemen:

This is to acknowledge your letter of April 29 in which you state that Concrete Construction Company, subcontractors to Paul B. Emerick, owe you the sum of \$1,499.95. This contract is known as the Equipment Repair Shop, Office Building and Storage Shed at Bend, State Highway Contract No. 3941.

The State looks to the principal contractor for the satisfactory completion of the contract and for the payment of all bills incurred on any contract. The General Casualty Company of America through Dooly and Company, Board of Trade Building, Portland 4, furnished the performance bond for this contract assuring satisfactory completion of the work and payment of all bills incurred in the contract.

The State does not make payments direct to claimants, but if you feel it necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing this filing, we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, your claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours

H. B. Gloisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:md 5-3
Attach.

NOTED ON CARD

5-4-54, 8

Bend Redi-Mix Co.
CERTIFIED CONCRETE

BOX 111, BEND, OREGON
PLANT LOCATED AT 759 EAST FIRST STREET

April 29, 1954

Oregon State Highway Commission
Salem, Ore.

Att'n Mr. H.B. Glaisyer
Secretary

3941

Dear Mr. Glaisyer:

Will you please advise what steps are necessary to insure payment for materials furnished to Concrete Construction Co., sub-contractors on the Paul B. Emerick contract for construction of the Division shops and office building at Bend.

A total of \$1499.95 remains unpaid for concrete furnished in January of this year.

Very truly yours;

Bend Redi-Mix Co.

J. D. Nelson
J.D. Nelson

cc Paul B. Emerick Co.
Concrete Construction Co.



NOTED ON CARD

RECEIVED
MAY 5 1954
FOR FILING

Lewis

9-3451
5941

May 4, 1954

General Casualty Co. of America
200 S. W. Fourth Avenue
Portland, Oregon

Attention: C. W. Barnett

Gentlemen:

We have a letter from Paul B. Erick Co. in which they state that Concrete Construction Company who acted as subcontractors to Paul B. Erick owe them the sum of \$1,400.05 for concrete furnished in January, 1954. Their claim apparently pertains to State Highway Contract No. 3941 awarded to Paul B. Erick for construction of an equipment repair shop, office building and storage shed at Bend.

This information is furnished as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

H. R. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Elva Query, Assistant Secretary

cc: 5/2

cc - Pooley & Company
Board of Trade Building
Portland 4, Oregon

Mr. Paul B. Erick
4540 S. W. 17th Avenue
Portland, Oregon

NOTED ON CARD

5-4-54, f

RECEIVED
MAY 5 1954
FOR FILING

Lewis

9-3651
39-11

May 4, 1954

General Casualty Co. of America
200 S. Fourth Avenue
Portland, Oregon

Attention: C. A. Barnett

Gentlemen:

We have a letter from Paul B. Erick Co. in which they state that Concrete Construction Company who acted as sole contractors to Paul B. Erick owe them the sum of \$1,424.25 for concrete furnished in January, 1954. Their claim apparently pertains to State Highway Contract No. 1941 awarded to Paul B. Erick for construction of an equipment repair shop, office building and storage shed at Beav.

This information is furnished as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

H. B. Gladysor, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Flora Query, Assistant Secretary

Re: ind 5/3

cc - Pooley & Company
Board of Trade Building
Portland 4, Oregon

Mr. Paul B. Erick
4540 S. E. 174th Avenue
Portland, Oregon

NOTED ON CARD

5-4-54

PAUL B. EMERICK
FOR FILING

PAUL B. EMERICK
GENERAL CONTRACTOR

PAUL E. EMERICK

*Mrs Lewis
note on card*

4540 S. E. 174TH

PORTLAND 68, OREGON

LINCOLN 3334 - ATWATER 6443

9-3651

3941

F. QUERY

Paul Emerick



4-30-54,5

April 21, 1954

Central Oregon Petroleum
311 Greenwood
Bend, Oregon

Gentlemen:

We are in receipt of your recent reminder that no remittance had been made on Concrete Construction Account in the amount of \$166.52.

Please be advised that we issued a joint check number 13100 dated 2/19/54 for the above amount in favor of Concrete Construction Company and yourself.

This check was immediately sent to Concrete Construction with a cover letter requesting that it be endorsee and forwarded to you.

We have no knowledge of the checks disposition thereafter.

Hoping that this information will be of assistance we remain

Sincerely:

Paul E. Emerick

cc: Concrete Construction Co.

FILED ON CARD

4-21-54

RECEIVED
APR 28 1954
FOR FILING

Lewis

1 31 1
3741

April 27, 1954

General Casualty Company of America
Portland Branch Office
209 S. W. Fourth Avenue
Portland, Oregon

Gentlemen:

We have received a letter from Central Oregon Petroleum, 311 Greenwood, Bend, Oregon, in which they stated that the Concrete Construction Company owes them \$166.52 for petroleum products furnished on what appears to be construction of the equipment repair shop, office building and storage shed in Bend, known as State Highway Contract No. 3941. This contract was awarded to Paul B. Emerick and it is our understanding that Concrete Construction Company acted as a subcontractor.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:md 4/26

cc - Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

NOTED ON CARD

4-27-54

RECEIVED
APR 28 1954
FOR FILING

Slurs

1-1-1
3741

April 27, 1954

Central Oregon Petroleum
311 Greenwood
Bend, Oregon

Attention: Mr. Tim DeLude

Gentlemen:

We have your letter of April 22nd in which you state that Concrete Construction Company owes you \$166.52 for petroleum products furnished to them apparently in connection with the construction of the equipment repair shop, office building and storage shed at Bend. It is our understanding that Concrete Construction Company operated as a subcontractor to Mr. Paul B. Emerick who was awarded Contract No. 3941 for construction of the buildings mentioned. The State looks to the principal contractor for satisfactory completion of the project and for the payment of all bills incurred on the job.

The performance bond for this contract was furnished by General Casualty Company of America, Board of Trade Building, Portland 4. If you are not successful in obtaining your money from Mr. Emerick or the Concrete Construction Company, it is suggested that you contact the surety.

If you feel it necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it might be well to file your claim with the Secretary of State. For your convenience in preparing such a filing we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, your claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 4/26
Attach.

NOTED ON CARD

4-27-54 8

Bend Ore.

4-22-54

Mr. Slingsby:

Dear Sir:

I would like to put in my claim for collection of an account for gas with Concrete Construction Co. in the amount of \$166.52.

I have just received a letter from Paul B. Emmerick Co. stating that on 2/19/54 they issued a check for this amount to Concrete Construction Co. to be turned over to me, but they have not done so.

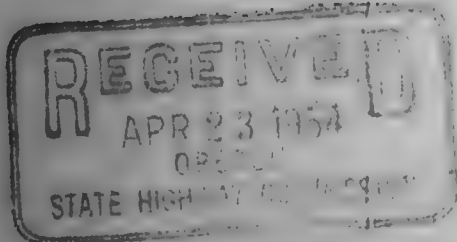
Please advise me how to collect this money.

Yours Truly.

Central Oregon Petroleum
311 Greenwood.

Bend Ore.

Kim Le Sueur-mgr.



4-22-54,5(

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY



OREGON

STATE HIGHWAY DEPARTMENT

SALEM

April 21, 1954

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Mr. Donald L. Alderton
Attorney at Law
8320 S.E. Stark Street
Portland 16, Oregon

Dear Sir:

Payment in the amount of \$16,707.61, covering Estimates 9 and 10 in connection with Contract No. 3941, were mailed to Paul B. Emerick on April 19. This was all the money that we were holding on this Contract except the retained percentage of \$29,530.43.

It is our policy not to reduce or release the retained percentage until such time as a construction project has been completed and accepted. It is my understanding that there is certain work still to be performed on this project before it is completed. Therefore, we will be unable to comply with Mr. Emerick's request that the retained percentage be reduced to an amount sufficient to cover the lien of the Concrete Construction Company.

Very truly yours,

C. H. Maison

C. H. Maison
Auditor

CHM:cg

cc: H. B. Glaisyer
J. G. Herr

F. QUERY

RECEIVED
FOR FILING

DONALD L. ALDERTON
ATTORNEY AT LAW
PHONE KENWOOD 7777
8220 S. E. STARK STREET
PORTLAND 16, OREGON

April 20, 1954

State Highway Commission
Salem, Oregon

Attention: Mr. Mason, Accounting Dept.

Dear Mr. Mason:

Re: Job No. 7521, Contract No. 3941,
dated May 19, 1953, Paul B. Emerick,
Contractor:

I am writing you on behalf of Mr. Emerick concerning some problems arising out of the contract for the construction of the Highway buildings at Bend, Oregon.

I am informed that certain moneys are being held by the Highway Commission as retainage on the job and that certain other moneys are being held to cover a lien filed by Concrete Construction Co., a subcontractor on the job. As you perhaps know, a dispute has existed between Paul B. Emerick, the general contractor, and Concrete Construction Co. concerning the amount due to said subcontractor. The matter has been submitted to arbitration, and the arbitrators have rendered an award on the matter. On the basis of this award, there is now due to the subcontractor far less than one-half the amount of its lien. The said subcontractor has this day served upon the general contractor a list of objections to the arbitration award which, in effect, means that the matter is being appealed to the Circuit Court. Needless to say, this will cause further delay in the settlement of this matter.

There are certain other subcontractors whose bills are undisputed and who are entitled to payment at this time. Mr. Emerick suggests that all moneys due on the job, exclusive of a sufficient sum to cover the lien of the Concrete Construction Co., be paid to him upon his submitting to the Highway Commission waivers of lien from the other subcontractors. He has given this matter much thought and feels that this is the only practical way in which to handle the situation, in view of the delay that most certainly will be involved in the settlement of the dispute with Concrete Construction Co.

*Query - to call.
also, suggest he will record on card.
Mason is answering it. HHS*

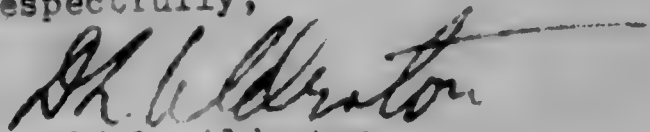
NOTED
F. QUERY

DONALD L. ALDERTON
ATTORNEY AT LAW
PHONE KENWOOD 7777
8380 S. E. STARK STREET
PORTLAND 16, OREGON

Mr. Mason, State Highway Commission, April 20, 1954 -- page 2.

We would appreciate you giving this your immediate attention and advising us at your earliest convenience of your recommendations.

Respectfully,


Donald L. Alderton

DLA/wb

cc: Paul B. Emerick, Contractor
4540 S. E. 174th Avenue
Portland, Oregon

4-20-54

RECEIVED
APR 20 1954
FOR FILING

Wm Lewis

Salem, Oregon
April 19, 1954

Release of Estimate Payments
Nos. 9 and 10 - Contract No. 3941

C. H. Maison
Auditor

Dear Mr. Maison:

In my letter to you of March 18, 1954 I told you that it was satisfactory to release the warrant covering Estimate No. 8 in connection with Contract No. 3941, awarded to Paul B. Emerick, for construction of the Highway Office Building and Storage Shed at Bend, and I asked you to hold Estimate No. 9 and those following pending satisfaction of outstanding claims which, according to our present record, total \$24,873.96.

It is my understanding that you are holding in your safe warrants covering Estimates No. 9 and No. 10 in the amounts of \$11,162.05 and \$5,545.56, respectively. It is also my understanding that the retained percentage after paying Estimate No. 10 amounts to \$29,530.43.

In view of this situation, I can see no reason why warrants for Estimates No. 9 and No. 10 cannot be released at this time. The amount of the retained percentage is sufficient to more than pay the total of the claims that have been filed against this job. Accordingly, you are authorized to release these two estimates warrants.

Please contact this office before releasing any future warrants in connection with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. Query

NOTED ON CARD

4-19-54

RECEIVED
APR 8 1954
FOR FILING

Lewis

1-24-1
3941

April 6, 1954

State Industrial Accident Commission
Public Service Bldg.

Attention: Mr. H. E. Osborn
Assistant Commissioner

Gentlemen:

This is to acknowledge your letter of March 29 in which you state that the Accident Commission has a claim for unpaid contributions in the sum of \$143.22 against Concrete Construction Company, a subcontractor under Paul B. Emerick on State Highway Contract No. 3941.

We note that this claim has also been filed with the Secretary of State and they have notified us of such action, and we in turn have notified the General Casualty Company of America through Dooly and Company, Board of Trade Building, Portland 4.

For your information the contract is expected to be completed in about a month.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

March 29, 1954

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON
ATTENTION: Collections Division

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Firm No. 171676 - Concrete Construction Company

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of \$143.22 based on a payroll audit through January 31, 1954, against the bond taken from General Casualty Company of America and surety, Paul B. Emerick, because of the failure of Concrete Construction Company, a subcontractor under Paul B. Emerick, to pay the contributions due under State Highway Contract No. 3941, covering work, also known as the equipment repair shop, office building, and storage shed at Bend, Oregon. These contributions are due for work performed in the county of Deschutes.

We understand that this contract has now been completed.

STATE INDUSTRIAL ACCIDENT COMMISSIONER

H. E. Osborn
H. E. Osborn
Assistant Commissioner

HEH:hg

cc - Secretary of State
Capitol Building
Salem, Oregon

- General Casualty Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland, Oregon

- Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

*For information of Secretary of State
claim filed with Secretary of State
3-29-54*

RECEIVED
APR 5 - 1954
FOR FILING

Wms Lewis

9-31-1
3741

March 31, 1954

General Casualty Company of America
Portland Branch Office
309 S. W. Fourth Avenue
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the State Industrial Accident Commission against Paul B. Emerick and the Concrete Construction Company, subcontractor under Mr. Emerick, on State Highway Contract No. 3741 for construction of three buildings at Bend. The claim is for \$143.22 for unpaid contributions due the Accident Commission.

We provide this information as your company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:md
Attach.

cc - Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

Concrete Construction Co.
1635 S. E. Eleventh Avenue
Portland 14, Oregon

NOTED ON CARD

3-31-54

March 29, 1954

Collections Division

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Firm No. 171676 - Concrete Construction Company

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of \$143.22 based on a payroll audit through January 31, 1954, against the bond taken from General Casualty Company of America and surety, Paul B. Emerick, because of the failure of Concrete Construction Company, a subcontractor under Paul B. Emerick, to pay the contributions due under State Highway Contract No. 3941, covering work, also known as the equipment repair shop, office building, and storage shed at Bend, Oregon. These contributions are due for work performed in the county of Deschutes.

We understand that this contract has now been completed.

STATE INDUSTRIAL ACCIDENT COMMISSION ER
H. E. OSBORN

H. E. Osborn
Assistant Commissioner

HEH:hg

cc - Secretary of State
Capitol Building
Salem, Oregon

- General Casualty Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland, Oregon

- Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

ENDORSED

File No. 3448

Filed- March 30, 1954

EARL T. NEWBRY, Secretary of State

RECEIVED
APR 5 1954
FOR FILING

Lewis R

9-36-1
3741

March 31, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Edith Libby

Dear Sir:

We acknowledge with thanks your letter of March 30 to which was attached three copies of a claim filed with your office by the State Industrial Accident Commission against Paul B. Emerick on State Highway Contract No. 3941. The claim is for \$143.22 and bears your file number 3448.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD

9-31-54

RECEIVED
APR 5 1954
FOR FILING

Lewis R

9-3651
3741

March 31, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Edith Libby

Dear Sir:

We acknowledge with thanks your letter of March 30 to which was attached three copies of a claim filed with your office by the State Industrial Accident Commission against Paul B. Emerick on State Highway Contract No. 3941. The claim is for \$143.22 and bears your file number 3448.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD

9-31-54



EARL T. NEWBRY

SECRETARY OF STATE
SALEM, OREGON

March 30, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from H. E. Osborn, Assistant Commissioner of the State Industrial Accident Commission, Salem, Oregon, and filed as of this date, a notice of claim by State Industrial Accident Commission for contributions in the sum of \$143.22 based on a payroll audit through January 31, 1954, against the bond taken from General Casualty Company of America, principal and Paul B. Emerick, surety, because of the failure of Concrete Construction Company, a subcontractor under Paul B. Emerick to pay the contributions due under State Highway Contract No. 3941, covering work, also known as the equipment repair shop, office building, and storage shed at Bend, Oregon.

Our File No. 3448.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk, Records Division

NF:K
Enc.



100-100000
100-100000

RECEIVED
MAR 25 1954
FOR FILING

9-651

March 24, 1954

Mr. Marion E. Cady, Manager
Bend Chamber of Commerce
Bend, Oregon

Dear Mr. Cady:

In response to your communication of March 22, advise that I will discuss the date for the opening ceremony for the new Highway division office building and the new state shops at Bend with the Highway Commission at the meeting on April 1 and 2.

I note that you suggested the date of May 15. I am hopeful that the Commission can be present, and will give you the suggestions of the Commissioners immediately after April 2. Please advise Dutch Stover and Frank Loggan.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl

SKYLINE FROM BEND, GATEWAY TO THE OREGON CASCADES

BEND CHAMBER OF COMMERCE

BEND, OREGON

March 22, 1954.

Mr. R. H. Baldock
State Highway Engineer
State Highway Bldg.
Salem, Ore.

Dear Mr. Baldock:

Frank Loggan, Dutch Stover and I have discussed with Mr. Chandler the possibility of an official opening ceremony for the new shops. We are suggesting that the date for the opening be May 15 for several reasons. Mr. Chandler thinks the shop equipment will be installed and that there will be plenty of large highway machinery on the grounds for the people to inspect. Also considerable cleaning up will have been accomplished.

We would, of course, like to have you and as many of the commissioners as possible in attendance and feel that perhaps they could come to Bend Friday evening after the May commission meeting in Portland and remain for the ceremony on Saturday. We will not go any further with these plans until we have had clearance from you.

Frank, Dutch, and I toured the buildings and find them to be more extensive than we had anticipated. We appreciate very much having this payroll addition to our economy and also the fact that a very decorative area has been added to the north approach to Bend.

The \$35,000 price tag on the old highway office building is too high for the small industry we spoke to you about. A great many persons in the Chamber feel that such an attractive building would make a good Chamber office and tourist information center. Others, however, are aware of the fact that our housing would come pretty high in that location and I think probably their thinking will prevail.

We appreciate, very much, your courtesies and favors in the past and sincerely hope that the opening can be arranged with all highway officials present.

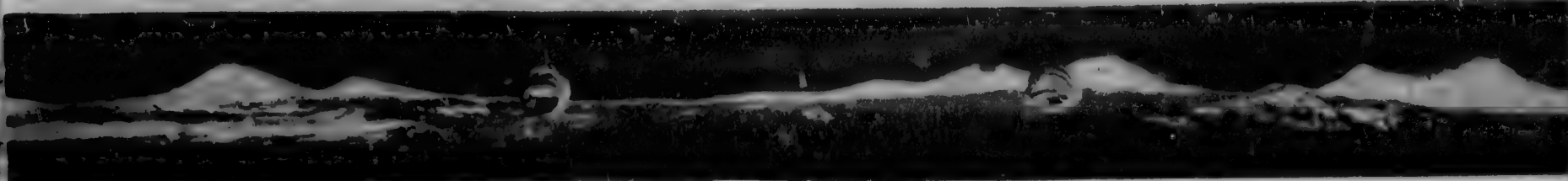
Sincerely,

Marion E. Cady
Marion E. Cady, Manager



MEC:CF.

SPORTSMAN'S PARADISE
OF THE WEST



SKYLINE OF THE OREGON CASCADES FROM BEND

KBND

DAY 1000 WATTS NIGHT

STUDIOS AND OFFICES: COBLE BUILDING
1110 KILOCYCLES

- AFFILIATED WITH MUTUAL DON LEE NETWORK
 - COVERING THE VAST CENTRAL OREGON MARKET
- BEND, OREGON

March 20, 1954

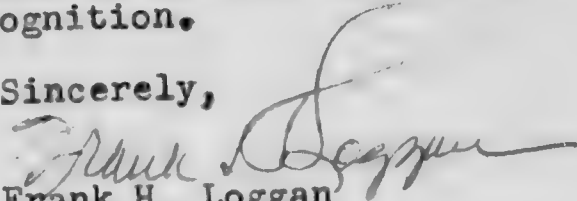
R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Last week Dutch Stover, Marian Cady and I had an opportunity to visit the new State Highway offices and the shops. It is a very fine plant, well arranged and planned.

Mr. Cady is or has written you regarding a community opening as we discussed. The community will get behind any program that you approve to be sure that this development secures proper recognition.

Sincerely,



Frank H. Loggan

RECEIVED
MAR 19 1954
FOR FILING

file

alem, Oregon
March 18, 1954

Release of Est. No.8,
Contract No. 3941

Mr. C. H. Maison, Auditor
Accounting Division

Dear Mr. Maison:

Re your inquiry for payment of a portion of the amount we are withholding from Paul B. Emerick in connection with contract No. 3941, for construction of Highway Office Building and Storage Shed at Pendleton, I have inspected the files and find there is only one claim on record against this job, being that of the Concrete Construction Company in the amount of \$24,730.24.

I understood you to say you were holding a warrant in the amount of more than \$12,000.00 covering Est. No.8 on this job and that Est. No.9 will be in excess of \$4,000.00, also that the retained percentage totals more than \$29,500.00. Such being the case I see no reason to withhold the warrant for Est. No.8 any longer, accordingly you can forward it to the contractor today if you wish.

You should continue to hold the warrant for Est. No.9, when you get it from the Secretary of State, and the total amount of the retained percentage until such time as we receive evidence that the claim of the Concrete Construction Co. has been satisfied in some manner or other. I will let you know just as soon as I receive such notice.

Very truly yours

Secretary

WHD:gl

REFERRED TO

Query
BY SECRETARY

to note

NOTED
E. QUERY

NOTED ON CARD

3-19-54

RECEIVED
MAR 3 1954
FOR FILING

Salem, Oregon
March 3, 1954

Mr. R. H. Baldock

Attached hereto is a file on the Bend Division Headquarters. You will note that the total work contemplated, either as approved by the Highway Commission originally in August, 1952, with some state force and some additional work contemplated, included and approved by the Commission in our 1954 budget, is all shown in a recapitulation which I made October 28, 1953.

When originally referred to the Commission by your report dated July 31, 1952, we made no mention of the office building. However, the Commission authorized the construction of an office building when acting on your recommendation.

From the tabulation made October 28, 1953, you will note that we contemplated and included in our 1954 budget the construction of a car storage building estimated at \$14,000, and a loading ramp for \$5,000, together with fencing, landscaping, et cetera, which totals \$70,000. Since the construction of the office building was desired and authorized by the Commission, we feel that it is now necessary to construct the storage building for the various automobiles operating from this headquarters, which Mr. Paxson estimates the cost of as \$19,000, which is easily financed within the above \$70,000 available.

Our records show that we ordered and paid from our 1953 equipment budget \$13,385 for machinery and equipment for the Bend Shop. In addition to the above, we have \$4,495 in this year's budget, making a total available for shop equipment of approximately \$18,000.

W. W. Stiffler

WWS:er

REIVED
MAR 3 1954
FOR FILING

7-3451

Salem, Oregon
March 2, 1954

Mr. C. H. Maison, Auditor
Accounting Division
B u i l d i n g

Attention: Mr. D. B. Taylor

Dear Sir:

To confirm our telephone conversation of February 9th, please withhold any further payments to Paul B. Emerick on State Highway Contract No. 3941 until further advised by this office.

Very truly yours

Secretary

FAQ:md 3/1

2-24-54

Mr. Glaisyer:

Mr. Taylor phoned to say they had received the 8th est.warrant on contract No. 3941. (Paul B. Emerick) but that on 2/9 you had phoned them to withhold further payments on this. He would like written instructions re this.

gl

gurey
BY SE

meyers lltth

RECEIVED
MAR 2 1954
FOR FILING

Files

Lewis

9-3651
3741

March 1 , 1954

McKay & Panner
Attorneys at Law
122 Oregon Avenue
Bend, Oregon

Attention: Mr. Owen M. Panner

Gentlemen:

This is to acknowledge your letter of February 26th in which you stated that Zimmerman and Stricklett are withdrawing their claim against Paul B. Emerick on Contract No. 3741 in the amount of \$13,083.69. Thank you for advising us so promptly.

We will write to the surety and the contractor that the claim has been withdrawn.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

3-1-54

DUNCAN L. MCKAY

OWEN M. PANNER

McKay & Panner

ATTORNEYS AT LAW 122 OREGON AVE., COBLE BUILDING

Bend, Oregon

February 26, 1954

Oregon State Hwy. Dept.

Salem, Oregon

Gentlemen:

This is to notify you that Zimmerman & Stricklet are withdrawing, as of this date, their claim against Paul B. Emerick on contract and bond #3941, in the amount of \$13,083.69.

We appreciate very much your cooperation in sending us a certified copy of the contract and bond.

Very truly yours,

MCKAY & PANNER

Owen Panner

OWEN M. PANNER

OMP:ps

CC: Paul B. Emerick

*Query
re: Paul B. Emerick
2-26-54*



General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

NOTED ON CARD

3-1-54

RECEIVED
MAR 2 1954
FOR FILING

9-3651
3941

March 1, 1954

Dooley & Company, Agents
General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Gentlemen:

A letter has been received in this office from
McKay and Panner, attorneys in Bend, in which they write
as follows:

"This is to notify you that Zimmerman & Stricklet
are withdrawing, as of this date, their claim against Paul
B. Emerick on contract and bond #3941, in the amount of
\$13,083.69. . . ."

This claim, which pertains to the contract awarded
to Mr. Emerick for the shop building in Bend, was received
in this office on January 26th and your company notified on
February 2nd.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

NOTED ON CARD

3-1-54, 1954

RECEIVED
FEB 15 1954
FOR FILING

7-3651

February 11, 1954

Contract No. 3941

Concrete Construction Company
1635 S. E. Eleventh Avenue
Portland 14, Oregon

Attention: Mr. Gale G. Wheeler

Gentlemen:

We have your letter of February 5 in which you state that you have a claim against Paul B. Emerick on State Highway Contract No. 3941 for construction of the Division Headquarters' buildings at Bend in the amount of \$24,730.74. This job, as you know, is not yet completed.

The General Casualty Company of America through Dooly and Company, Board of Trade Building, Portland 4, furnished the performance bond for this contract which is given to assure satisfactory completion of the job and payment of all bills incurred on it.

We note that you have filed a Mechanic's Lien in the County Court House at Bend. If you feel that it is necessary to further protect your claim for a period at least six months following completion and acceptance by the Commission, it might be well to also file your claim with the Secretary of State. For your convenience, we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 2/10
Attach.

NOTED ON CARD

2-11-54

CONCRETE CONTRACTORS
AND ENGINEERS

EMPIRE 4181

CONCRETE CONSTRUCTION CO.

1635 S. E. ELEVENTH AVENUE
P. O. BOX 2149
PORTLAND 14, OREGON

Complete Concrete Service
Compressor Work

No job too large or too small.
Estimates gladly given.

February 5, 1954

Oregon State Hiway Commission,
Salem, Oregon.

Gentlemen:

This letter is to notify you that we have this day filed a Mechanic's Lien in the county courthouse for Deschutes County at Bend, Oregon on the following described Hiway Department contract:

State Hiway Department with Paul B. Emerick, Contractor.
Your contract #3941, Job #7521 dated May 19, 1953.
This job is known as Division Headquarters Buildings at Bend in Deschutes County.

Our lien is filed in the amount of \$24,730.74, and is comprised of a basic contract price of \$40,633.00 plus extra work. We have now completed this work and have been paid less than \$25,000.00. The last money that we have received on this job ourselves for our work was our progress estimate for the month of September received approximately November 1st, 1953.

We wish that you would record this claim against this contract and notify the general contractor and his surety in accordance with your usual procedure.

Very truly yours,

Concrete Construction Company

By

Paul B. Emerick

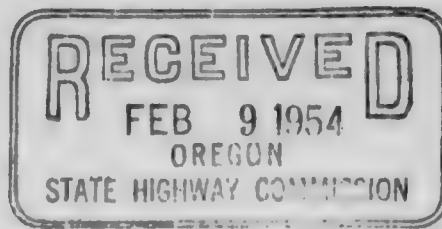
GW:m

*noted for Taylor & held up
mms 2/9/54*

*giving
handle this name
any other claim
re new first
mms*

as of 2-10-54 est.

29,530.43 retained



RECEIVED
FEB 15 1954
FOR FILING

Lewis

9-3651
3941

February 11, 1954

Contract No. 3941

Dooley and Company, Agents
General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Gentlemen:

A letter dated February 5 has been received from Concrete Construction Company stating that they have filed a Mechanic's Lien in the Deschutes County Court House against Paul B. Emerick, contractor, for constructing the Division Headquarters' buildings at Bend on Contract No. 3941. Their claim, they state, is in the amount of \$24,730.74 for work performed on the buildings.

This information is provided as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:md 2/10

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

NOTED ON CARD

2-11-54

RECEIVED
SEP 9 - 1954

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

FOR FILING



TELEPHONE
SEACON 5154

9-3651
3941

SOULÉ STEEL COMPANY

STEELINE PRODUCTS

2630 N. W. ST. HELENS ROAD

PORTLAND 10, OREGON

February 10, 1954

Oregon State Highway Department
Salem
Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Will you please advise us as to the amount of reinforcing steel which has been paid to Paul B. Emerick in connection with his contract for the District Headquarters Buildings in Bend, Oregon.

We are particularly interested in the amount of any extras which the State has allowed.

Thank you.

Very truly yours,

SOULÉ STEEL COMPANY

Wm H. Mayer

Wm. H. Mayer
Portland District Credit Mgr.

WHM/jgs

*RECEIVED TO
Gordon 2-11
Copy to*



RECEIVED
FEB 3 - 1954
FOR FILING

Lewis

1-26511
3941

February 2, 1954

McKay & Panner
Attorneys at Law
122 Oregon Avenue
Bend, Oregon

Attention: Mr. Owen M. Panner

Gentlemen:

As requested in your letter of January 26th and in compliance with the affidavit attached, we are sending by separate mail, a certified copy of Contract and Bond No. 3941 with Paul B. Emerick for construction of the equipment shop, office building and storage shed at Bend.

We will notify the contractor and the surety that the claim of your client, Zimmerman and Stricklett, in the sum of \$13,083.69 has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

RECEIVED ON CARD

2-2-54

DUNCAN L. MCKAY

OWEN M. PANNER

McKay & Panner

ATTORNEYS AT LAW 122 OREGON AVE., COBLE BUILDING

Bend, Oregon

January 26, 1954

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Re: State of Oregon Highway
Commission Contract No. 7521
Zimmerman and Stricklett vs.
Paul B. Emerick, General Contractor

Enclosed is an Affidavit signed by Mr. Mel Stricklett, one of the joint adventurers in that certain joint adventure known as Zimmerman and Stricklett, excavators, in connection with the above entitled contract.

Would you kindly furnish us with a certified copy of the contract and the bond entered into between the State of Oregon and Paul B. Emerick, General Contractor?

Very truly yours,

MCKAY & PANNER

Owen M. Panner
OWEN M. PANNER

enclosure
OMP:ho



1-26-54

RECEIVED
FEB 3 - 1954
FOR FILING

Lewis

9-50-17)
3941

February 2, 1954

Dooly & Co., Agents
General Casualty Company of America
Board of Trade Building
Portland 4, Oregon

Gentlemen:

We have received from McKay and Panner, 122 Oregon Avenue, Bend, Oregon, an affidavit of claim in behalf of Zimmerman and Stricklett against Paul B. Emerick. They claim that Mr. Emerick owes them the sum of \$13,083.69 for labor and equipment rental furnished on State Highway Contract No. 3941 for construction of highway buildings in Bend.

We furnish this information as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

RECEIVED

FEB 3 1954

A F F I D A V I T

STATE OF OREGON)
) ss.
County of Deschutes)

I, MEL STRICKLETT, being first duly sworn, depose
and say:

That I am one of the joint adventurers of that certain
joint venture known as ZIMMERMAN and STRICKLETT, excavators, and I
know of my own knowledge that between the dates of June 23, 1953,
and December 16, 1953, the said joint adventure of ZIMMERMAN and
STRICKLETT furnished labor and equipment rental to PAUL B. EMERICK,
General Contractor, to aid the said Paul B. Emerick in the completion
of State of Oregon Highway Commission Contract No. 7521, dated May
19, 1953, on the construction of an equipment repair shop, office
building, and storage shed at Bend, Deschutes County, Oregon.

That the contract price and reasonable value of said
labor and equipment rental was and is the sum of \$31,294.29. That
of said amount, the said joint venture has been paid only \$18,210.60,
and that there is now due, owing and unpaid to said joint adventure
the sum of \$13,083.69.

Mel Stricklett

Affiant

Subscribed and sworn to before me this 28th day of January, 1954.

Helen A. Ogden

Notary Public for Oregon

My Commission expires, Sept 16, 1957

9-3651 Equipment Repair Shop, Office 1953
Bldg. & Storage Shed at Bend
Folder # 1
#3941

REVIEW OF BEND DIVISION HEADQUARTERS CONSTRUCTION

October 28, 1953

Approved by Highway Commission, August 18, 1952

Bend Shops- - - - -	\$200,000
Equipment Storage Building- - - - -	50,000
State Force Work:	
Grading, Surfacing, Fencing, Paving- - - - -	50,000
	\$300,000
Also approved preparation of plans and specifications and calling for bids of office building- - - - -	Amount not stated
Engineer's First Estimate- - - - -	\$102,000
Engineer's Second Estimate - - - - -	110,000
	110,000
Total approved during 1952- - - - -	\$410,000

Contract No. 3941, awarded to Paul B. Emerick, May 19, 1953.

Contract Price - - - - -	\$393,739
Estimated Engineering at 4 per cent	15,261

	\$409,000
State Force 1953 - Water System- -	11,000

Estimated Expenditures to 1954 - -	\$420,000
------------------------------------	-----------

Recommended in 1954 Budget

State Force Work to Complete Project:

Fencing- - - - -	\$ 15,000
Grading and Surfacing, additional-	6,000
Paving Grounds and Driveways - - -	15,000
	\$ 36,000
	36,000

Overrun \$36,000 - 8.8 per cent- - - -	\$446,000
--	-----------

New Additional Work:

Landscaping- - - - -	\$ 15,000
Loading Ramp - - - - -	5,000
Car Storage Building - - - - -	14,000
	\$ 34,000

Total, 1954 Budget- - - - -	\$ 70,000
-----------------------------	-----------

NOTED
W. W. STIFFLER

OREGON STATE HIGHWAY DEPARTMENT

BEND SHOP AND DIVISION OFFICE ESTIMATES

Estimate
DeFrance
7-28-52

DeFrance
Budget 1953

Paxson
April 3, 1953

Contract
Prices

1954
Budget
new
work

Final Estimate
10-28-53

Shop Layout only

Shop and Division Off.

Shop Building \$205,000
Gas pump 3,000

Shop Bldg.) \$202,700
Septic Tank) 4,100
Gas Pumps)

\$214,810

Storage and
Warehouse

50,000

Storage and
Warehouse

31,100

37,238

Clear and grade 2,000
Surface and Oil
(Shop) 21,000

Clear grade)
Surf. (Par.)
Curbs, walks)
Siphon)

23,550

31,494

Division Office

\$75,000

Div. Off. 102,200
Sub-total 363,650
Engineering 15,350
Contin. 4,000
Sub-total 383,000

110,197
393,739
15,261
4,000
413,000

\$413,000

Fence

7,000

(Add) 8,000*

15,000

15,000

15,000

Water System

12,000

12,000

12,000

12,000

Surfacing

(Add) 6,000*

6,000

6,000

6,000

Oil and Pave

(Add) 15,000*

15,000

15,000

Landscape \$15,000 15,000
Loading Ramp 5,000 5,000
Car Storage Bl. 14,000 14,000

TOTAL

\$300,000

\$104,000

\$431,000

\$461,000

\$34,000

\$495,000

*Additional needed for Division Office and Shop

10-28-53

RECEIVED
OCT 27 1953
FOR FILING

PAUL E. EMERICK

PAUL B. EMERICK
GENERAL CONTRACTOR

4540 S. E. 174TH.

PORTLAND 66, OREGON

LINCOLN 3334 - ATWATER 6443

5941

October 23, 1953

Mr. H. B. Glaisyer,
Secretary
Ore. State Highway Dept.
Salem, Oregon

Dear Mr. Glaisyer,

In answer to your request of October 20th for a blanket assignment of our account to the U. S. National Bank, I wish to say that we will not be assigning more than possibly one more payment and so I prefer not to make the blanket assignment.

I hope this will not unduly inconvenience you and will meet with your approval.

Sincerely,

Paul B. Emerick
Paul B. Emerick

PBE:sjm

NOTED
H. B. GLAISYER



Copies sent to the following: 10-26-53

Mr. Query
Mr. C. H. Maison (2 copies)

NOTED
H. B. GLAISYER

October 20, 1953

4540 S. E. 174th Avenue
Portland, 66, Oregon

Dear Mr. Emerick:

I have for acknowledgment original and duplicate copies of the assignment given by you to the U. S. National Bank of Portland, Oregon, Main Branch, of monies due you from the State Highway Commission for work performed under Contract No. 3941 during the month of September, 1953, containing in excess of \$50,000.

We will honor the assignment as prepared, but suggest hereafter if it is your intention to assign all payments to the bank, that you give the bank a blanket assignment covering all monies due you from the Highway Commission on this job. By so doing, it will facilitate the handling of payments in this office and will serve your purposes equally as well as the assignment of each individual estimate. As soon as your obligation to the bank has been fulfilled, the assignment can be cancelled.

If you accept this suggestion, I will have forms prepared in conformity therewith and mail them to you for execution. Of course, the assignment will have to be consented to by the General Casualty Company of America, surety on the bond furnished by you in connection with this job.

I would like to hear from you soon.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: C. H. Maison
F. Query

NOTED ON CARD

Mr. Maison:

Attached is a signed copy of the above referred to assignment for transmittal to the Secretary of State.

HBG

RECEIVED
OCT 21 1953
FOR FILING

Wm. Lamm

9-1-51
3941

October 20, 1953

Mr. Paul B. Emerick
4540 S.E. 174th Avenue
Portland, 66, Oregon

Dear Mr. Emerick:

I have for acknowledgment original and duplicate copies of the assignment given by you to the U. S. National Bank of Portland, Oregon, Main Branch, of monies due you from the State Highway Commission for work performed under Contract No. 3941 during the month of September, 1953, containing in excess of \$50,000.

We will honor the assignment as prepared, but suggest hereafter if it is your intention to assign all payments to the bank, that you give the bank a blanket assignment covering all monies due you from the Highway Commission on this job. By so doing, it will facilitate the handling of payments in this office and will serve your purposes equally as well as the assignment of each individual estimate. As soon as your obligation to the bank has been fulfilled, the assignment can be cancelled.

If you accept this suggestion, I will have forms prepared in conformity therewith and mail them to you for execution. Of course, the assignment will have to be consented to by the General Casualty Company of America, surety on the bond furnished by you in connection with this job.

I would like to hear from you soon.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: C. H. Maison
F. Query

NOTED ON CARD

Mr. Maison:

Attached is a signed copy of the above referred to assignment for transmittal to the Secretary of State.

HBG

October 9, 1953

Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

*Contract
3941*

Dear Mr. Emerick:

As requested in your letter of October 6th we have attached several "Assignment of Claim" forms on one of which we have penciled a suggested form for filling in. Two completed copies should be returned to this office.

We note on a previous assignment you have made that the surety's consent has been given for each individual estimate involved. Inasmuch as the assignment that you may make at this time may involve more than one estimate we should have a letter from the surety giving their consent to this latest form of assignment.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

PAQ:md
Attach.

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Dooley and Company
Board of Trade Building
Portland 4, Oregon

PAUL B. EMERICK

PAUL E. EMERICK

PAUL B. EMERICK

GENERAL CONTRACTOR

4540 S. E. 174TH.

★ PORTLAND 66, OREGON ★

LINCOLN 3334 - ATWATER 6443

October 6, 1953

Mr. H. B. Glaisyer,
Secretary
State Highway Dept.
Salem, Oregon

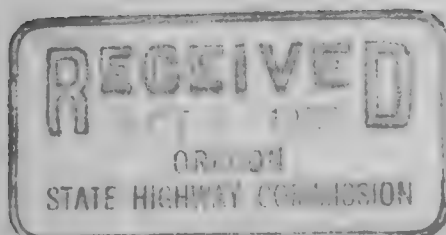
Dear Mr. Glaisyer:

As was requested by Mr. J. G. Herr in his letter of September 30th regarding contract #3941, I would like to request three (3) sets of assignment blanks and appreciate your compliance.

Very truly yours,


Paul B. Emerick

PBE:sjm





OREGON
STATE HIGHWAY
COMMISSION
DEPARTMENT
OF TRANSPORTATION
EM

30, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Re: Contract No. 3941

Mr. Paul B. Emerick
4540 S E 174th Avenue
Portland, Oregon

Dear Sir:

Inasmuch as you have assigned your last two payments covering your contract No. 3941 to the United States National Bank, Main Branch of Portland, we wish to know if you contemplate assigning all future payments due you on this contract. If so, will you please communicate with our Secretary, Mr. H. B. Glaisyer, requesting him to forward the necessary assignment blanks and thus conform with the customary procedure for such an assignment?

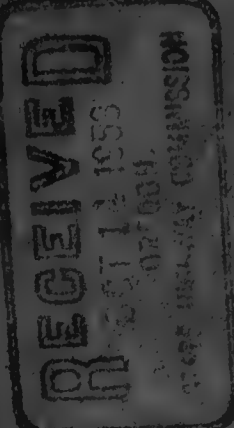
Yours very truly,

R. H. BALDOCK
State Highway Engineer

By J. O. Herr
J. O. Herr
Ledgers Supervisor

C : H. B. Glaisyer

NOTED
H. B. GLAISYER



*This is not what I
thought they do. They
do not make the same old type of assignment
as we used to make.*



OREGON
STATE HIGHWAY DEPARTMENT
SALEM

COMMISSIONERS
DEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 30, 1953

Re: Contract No. 3941

Mr. Paul B. Emerick
4540 S E 174th Avenue
Portland, Oregon

Dear Sir:

Inasmuch as you have assigned your last two payments covering your contract No. 3941 to the United States National Bank, Main Branch of Portland, we wish to know if you contemplate assigning all future payments due you on this contract. If so, will you please communicate with our Secretary, Mr. H. B. Glaisyer, requesting him to forward the necessary assignment blanks and thus conform with the customary procedure for such an assignment?

Yours very truly,

R. H. BALDOCK
State Highway Engineer

By J. G. Herr
J. G. Herr
Ledgers Supervisor

W
C C : H. B. Glaisyer

NOTED
H. B. GLAISYER

RECEIVED
SEP 4 1953
FOR FILING

7 36 51
3941

Salem, Oregon
September 4, 1953

C. H. Maison
Auditor

Dear Mr. Maison:

I hand you herewith two copies of an assignment given by Paul B. Emerick to the United States National Bank of Portland, Oregon, Main Branch, whereby Mr. Emerick assigns to the bank the proceeds of the estimate due him for the month of August, 1953 in connection with Contract No. 3941 for construction of highway buildings at Bend. One of these copies is for transmittal to the Secretary of State; the other is for your records.

You will note that the General Casualty Company of America has consented to the assignment, in view of which we will honor it. When you receive the warrant from the Secretary of State, will you kindly forward directly to the bank.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Encls.

cc: United States National Bank
Box 4410
Portland 8, Oregon

F. Query

Mr. Query:

I attach hereto the original of the assignment mentioned in the above letter. Will you kindly have Mrs. Lewis record this on the card and file in the contract.

HBG

NOTED ON CARD

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One and no/100
(\$1.00) Dollars, to me paid, I, Paul B. Emerick hereby sell, assign and transfer
the within claim for estimate for the month of August, 1953, (in excess of \$42,000.)
earned under contract No. 3941 for construction of highway buildings at Bend, Ore.
to UNITED STATES NATIONAL BANK OF PORTLAND, OREGON, MAIN BRANCH
and authorize and empower said bank to act as agent for me and in my name, place
and stead, to verify said claim and to sign, receipt for and receive any warrant
which may hereafter be drawn on the Treasurer of the State of Oregon or the various
counties within said State of Oregon in payment of said claim, and to indorse said
warrant for payment by said Treasurer; provided, however, that nothing herein shall
in any manner supersede or defeat the state's prior and superior claim and interest
in and to said funds, and provided further that this assignment is subject to all of
the provisions of Section 100-119, O.C.L.A., and, if the same is honored, either
in whole or in part, by the State Highway Department, such action by the Department
shall be controlled at all times by the terms of said statute, not only with respect
to payments made but likewise with respect to future payments.

Witness my hand this 31st day of August, 1953.

Executed in the presence of us as witnesses:

R. Thomas

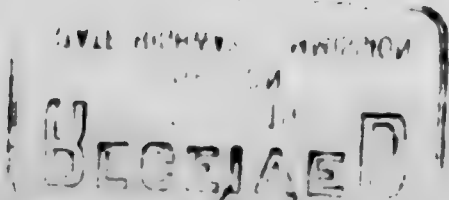
W. S. Thomas

The undersigned Surety hereby consents to the assignment referred to above and
waives any right it may have to said estimate but only to the extent necessary
to repay loans advanced by said bank to the contractor.

GENERAL CASUALTY COMPANY of America

BY *E. S. Thomas*

E. S. Thomas, attorney-in-fact.



rec'd by bank
Sept 1 1953
AM

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One and no/100
(\$1.00) Dollars, to me paid, I, Paul B. Emerick hereby sell, assign and transfer
the within claim for estimate for the month of August, 1953, (in excess of \$42,000.)
earned under contract No. 3941 for construction of highway buildings at Bend, Ore.
to UNITED STATES NATIONAL BANK OF PORTLAND, OREGON, MAIN BRANCH
and authorize and empower said bank to act as agent for me and in my name, place
and stead, to verify said claim and to sign, receipt for and receive any warrant
which may hereafter be drawn on the Treasurer of the State of Oregon or the various
counties within said State of Oregon in payment of said claim, and to indorse said
warrant for payment by said Treasurer; provided, however, that nothing herein shall
in any manner supersede or defeat the state's prior and superior claim and interest
in and to said funds, and provided further that this assignment is subject to all of
the provisions of Section 100-119, O.C.L.A., and, if the same is honored, either
in whole or in part, by the State Highway Department, such action by the Department
shall be controlled at all times by the terms of said statute, not only with respect
to payments made but likewise with respect to future payments.

Witness my hand this 31st day of August, 1953.

Executed in the presence of us as witnesses:

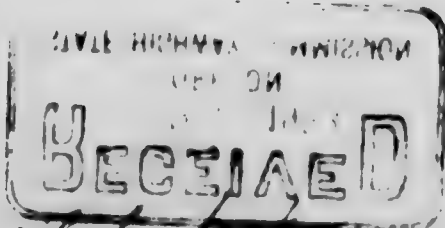
E. S. Thomas

Paul B. Emerick

The undersigned Surety hereby consents to the assignment referred to above and
waives any right it may have to said estimate but only to the extent necessary
to repay loans advanced by said bank to the contractor.

GENERAL CASUALTY COMPANY of America
BY E. S. Thomas

E. S. Thomas, attorney-in-fact.



COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY



OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 8, 1953

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Paul B. Emerick
General Contractor
4540 SE 174th Street
Portland 66, Oregon

Dear Mr. Emerick:

This acknowledges your letter of August 6, 1953 trans-
mitting original and duplicate copies of an assignment that you
have given to the United States National Bank of Portland, Oregon,
Main Branch, of monies due you from the State Highway Commis-
sion for work performed during the month of July, 1953 under State
Highway Contract No. 3941 for construction of highway buildings
at Bend, the amount of the assignment being estimated in excess
of \$83,000, and being the full amount of the payment for Estimate
No. 2 in connection with this job. It is noted that the General
Casualty Company of America, surety on the bond furnished by
you in connection with this contract, consents to the assignment
and waives any rights it may have to said estimate to the extent
necessary to repay loans advanced by the bank to you.

The assignment appears to be satisfactory, and I am refer-
ring it to the Auditor with a request that the warrant for Estimate
No. 2 covered by the assignment be made payable to you and assigned
to the United States National Bank of Portland, Oregon, Main Branch.

Respectfully yours,

HBS

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: C. H. Maison
F. Query ✓

Mr. Query:

The original of the assignment and also Mr. Emerick's letter
bearing consent of the surety are attached. Please have Mrs. Lewis
note these on the card and file in the contract.

HBG

HBS

NOTED ON CARD

8-3-53

RECEIVED
AUG 12 1953
FOR FILING

Mrs. Seab

9-11

August 6, 1953

Paul B. Emerick
General Contractor
4540 SE 174th Street
Portland 66, Oregon

Dear Mr. Emerick:

This acknowledges your letter of August 6, 1953 transmitting original and duplicate copies of an assignment that you have given to the United States National Bank of Portland, Oregon, Main Branch, of monies due you from the State Highway Commission for work performed during the month of July, 1953 under State Highway Contract No. 3941 for construction of highway buildings at Bend, the amount of the assignment being estimated in excess of \$83,000, and being the full amount of the payment for Estimate No. 2 in connection with this job. It is noted that the General Casualty Company of America, surety on the bond furnished by you in connection with this contract, consents to the assignment and waives any rights it may have to said estimate to the extent necessary to repay loans advanced by the bank to you.

The assignment appears to be satisfactory, and I am referring it to the Auditor with a request that the warrant for Estimate No. 2 covered by the assignment be made payable to you and assigned to the United States National Bank of Portland, Oregon, Main Branch.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: C. H. Maison
F. Query

Mr. Maison:

I hand you herewith an executed copy of the assignment referred to above, together with a copy of Mr. Emerick's letter on which you will find the consent of the surety to the assignment. I believe that the assignment is in proper form inasmuch as it described the particular payment which is intended to be assigned to the bank, being Estimate No. 2 for work performed during the month of July. The warrant when received from the Secretary of State should be mailed directly to the United States National Bank of Portland, Main Branch, Attention Note Department.

Mr. Query:

The original of the assignment and also Mr. Emerick's letter bearing consent of the surety are attached. Please have Mrs. Lewis note these on the card and file in the contract.

HBG

NOTED ON CARD

2-1-37

RECEIVED
FOR FILING

files

FORM 1-30 10M 5-21 1950
7-3651
39.11

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

August 5, 1953

19327

SUBJECT:

North of Bend
Maintenance Site

To: H.B. GLAISYER

Office

Dear Mr. Glaisyer:

I hand you herewith original order from the State Engineer approving the change in the use and place of water from The Deschutes River.

Will you kindly file this order with the stock of The Deschutes Reclamation and Irrigation Company which was handed to you on January 28, 1953.

Yours very truly,

R.L. PORTER

By

C.W. PARKER

Property Manager

Encl
CWP/CK

REFERRED TO
SECRETARY

Please file as directed by Parker
filed in safe
under "Stock"
76

RECEIVED
AUG 8 1953
FOR FILING

7-2451
3941

Salem, Oregon
August 5, 1953

Mr. I. A. De France

Attached hereto are two photostatic copies of an order issued by Mr. Charles E. Stricklin, State Engineer, authorizing a change in use from irrigation to irrigation, fire protection, car cleaning, machinery cleaning, domestic and all other uses incidental to the maintenance of the State Highway Shop, on our water right to appropriate and use the waters of the Deschutes River and its tributaries, said water to serve the new shop and office headquarters under construction north of Bend.

We now own thirteen shares of stock and will from time to time acquire an additional twelve shares from the other owners who are prohibited from selling their shares to any parties other than the State Highway Commission. On the thirteen shares we own, we pay a ditch maintenance and service charge of \$3 per share per year, being handled by Mr. Parker.

It is desirable to continue holding our thirteen shares and eventually acquire the other twelve shares - at least until such time as we are assured by the City of Bend that our water supply and demand upon the city water system is not subject to curtailment seasonally.

W. W. Stiffler

WWS:er

Enclosure

RECEIVED
SEP 17 1953
FOR FILING

9-3651

August 4, 1953

Dooley and Company
312 Board of Trade Building
Portland, Oregon

Attention: Mr. Ed Thomas

Gentlemen:

Responding to your telephonic request, I enclose five copies of the State Highway Commission's form of assignment which Mr. Emerick should use in connection with his contract No. 3941 for construction of highway buildings at Bend. The original and one copy of the assignment bearing Mr. Emerick's signature together with a letter from the surety consenting to the assignment without prejudice to the bond should be furnished this office.

I am notifying the Auditor of the prospective assignment and am asking him to prepare the voucher for this particular estimate in conformity therewith.

I am glad to be of service to you in this regard.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encls.

Salem, Oregon
August 4, 1953

C. H. Maison
Auditor

Dear Mr. Maison:

I have just had a telephone call from Mr. Ed Thomas of Dooly and Company, Portland regarding M. Emerick's contract No. 3941 for construction of highway buildings at Bend. It appears that Mr. Emerick wants to assign the full amount of the June estimate to the First National Bank of Portland, Portland, Oregon, Main Branch. Mr. Thomas said that the surety will consent to such assignment. I believe he said the amount involved is about \$84,600.

I told him we would honor the assignment if properly prepared and executed and if accompanied by a letter from the surety on the bond furnished in connection with this job consenting to the assignment without prejudice to the bond. I don't think there is any question but that the assignment will go through, so when you prepare the June estimate for this particular job, will you have it prepared according to the assignment as mentioned above. I will give you a copy of the assignment when I get it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED

JUN 14 1953

at Gregg

file

Wagon & truck

July 16

246,087.57

20 #1-107, 107

1st 5/20

London

copy

Equipment report copy
Bend, Deschutes County.

An executed copy of this contract is also being sent
to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 19 1953
FOR FILING

7-3151
2941

Mr. Paul B
4540 S. E.
Portland,

Dear Sir:

copy of con
State High
equipment r
Bend, Desch

to the sure

gl
encl.

Check book
of money
351

Hand to Paul B

Ed Thomas
Dooley & Co.

Bend job
Paul Thomas
3 days

\$600
James Thomas

scouted
the
ing
at

ng sent

ION

RECEIVED
JUN 19 1953
FOR FILING

1 - 1
2941

June 18, 1953

Mr. Paul B. Emerick
4540 S. E. 174th Ave.
Portland, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 3941, which was awarded to you by the State Highway Commission on May 19, 1953, for constructing equipment repair shop, office building and storage shed at Bend, Deschutes County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 3 - 1953

FOR FILING

9-3651
2741

June 1, 1953

The Pacific Telephone & Telegraph Company
730 S. W. Oak Street
Portland, Oregon

Attention: Mr. L. O. Brown

Gentlemen:

Re: State Highway Department
Office Building at Bend

Under date of March 4, 1953, you submitted to us a memorandum giving recommendations for the telephone system of the Highway Department office building at Bend. This is to advise approval of the system as recommended. Will you please make the necessary plans for the installation at the proper time during construction of the building. I am attaching prints from our Drawing 10839, which shows the conduit, layout, and sizes.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Encls.

GSP:gm
cc G. S. Paxson

RECEIVED
MAY 1 1953
FOR FILING

9-3651
3141

May 20, 1953

Mr. Paul B. Emerick
4540 S. E. 174th Avenue
Portland, Oregon

Dear Mr. Emerick:

The State Highway Commission on May 19, 1953 awarded to you State Highway Contract No. 3941 for the equipment repair shop, office building, and storage shed at Bend in Deschutes County. This award was based on your bid of \$593,739.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glatyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

chr

cc

H. G. Smith
S. H. Probert
C. S. Paxson
W. M. Franzwa, SIAC

RECEIVED
APR 21 1953
FOR FILING

9-3651
3941

Salem, Oregon
April 20, 1953

Cross Referenced to:
<i>Cost</i>
<i>Water Rights</i>

Bend.

Mr. G. S. Paxson

Reference is made to your letter dated April 3, showing your total estimated cost of development and construction of the Bend Division headquarters north of Bend, in the amount of \$387,650, which includes an item of \$47,550 for the preparation of the site, including grading, borrow embankment, pipe, curbs, et cetera.

Your estimate, including the details making up the \$47,550, was tabulated for the purpose of making a comparison with (1) the amount authorized by the Commission on August 18, 1952, and (2) the amount included in the 1953 budget, and (3) the total amount included in the biennial budget submitted to the Legislature.

Mr. Baldock has approved the entire project based on your estimate of April 3, with the following exceptions:

The item of \$47,550 for the preparation and development of the site is composed of 10 items. This total should be reduced by \$24,000, as follows:

- | | |
|--|------------|
| 1. Reduce the quantity of cinder borrow shown in Item 4 from 12,500 cubic yards, at \$1.60, to 8,000 cubic yards at \$1.00 each..... | - \$12,000 |
| 2. Defer Item 9 until 1954, consisting of 2,263 lineal feet of fencing..... | - 9,500 |
| 3. Eliminate Item 10 - electrically operated industrial gate..... | - 2,500 |
| | - \$24,000 |

W. W. Stiffler

WB3:167

cc Mr. E. A. Collier
Mr. I. A. De France
Mr. W. E. Chandler
Mr. C. G. Nelson

OREGON STATE HIGHWAY
COMMISSION

COLUMNAR TABULATION SHEET

SHEET OF SHEETS

Bend Shop & Office Bldg

Mt. Pleasant Authorized 1953 Biennial

			Estimate	By Comm 8-18-52	Budget	Budget
Office Bldg			102,200	102,200	75,000	100,000
Equip Repair Shop			202,700	300,000	135,000	150,000
Storage Shed			31,100		44,000	50,000
Septic Tank-Oil Sump			4,100			
Preparation of Site			47,550		19,000	20,000
Grade-Surf. Fence, etc.						
Clear & Grub		1,000				
Excavation	1,000	2,000				
Struc Exc.	100	900				
Cinder Driveway	10,000	20,000				
6" x 12" Siphon Pipe	100	690				
Class "A" Conc. To		420				
Type "C" Curb	3,000	5,250				
Cyclone Fence	2363	9,500				
Elec Operated Gate		2,500				
+ 12 1/2' Engr		5,290				
		47,550				
			387,650	402,200	269,000	320,000
Projects to be Selected						70,000
			- 24,000			390,000
Lump. + Contingencies 12 1/2%			45,450			
			409,100			

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 3, 1953

SUBJECT: Bend Headquarters Buildings

To: Mr. W. W. Stiffler
Asst. State Highway Engineer
Office

Dear Sir:

We have practically completed the design of the office building and the equipment repair shop, and we are working on the storage shed. Our estimates of cost for this project are as follows:

Office Building	\$102,200
Equipment Repair Shop	202,700
Septic Tank, Oil Sump, etc.	4,100
Storage Shed	31,100
Preparation of site, including grading, borrow embankment, pipe, curbs and fence	47,550
Total	\$387,650

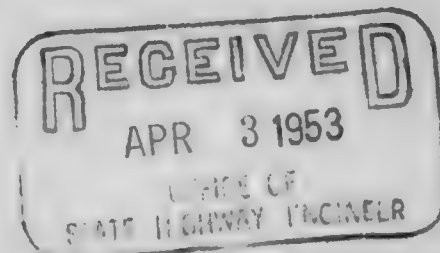
The Highway Commission on August 18 and 19, 1952 approved an allotment for the shop building and storage shed of \$300,000 with an additional authorization as might be required to construct the Division Office building. Our original plans call for a building with 7,800 square feet, which we estimated to cost \$75,000. At a later conference the area was increased to 8,360 feet. It would seem that our estimated costs are fairly well in line with the expenditure contemplated by the Highway Commission.

Very truly yours,

G. S. Paxson
G. S. Paxson
Bridge Engineer

GSP:gm
cc E. A. Collier

NOTED
W. W. STIFFLER



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

C
O
P
Y

Salem, Oregon

April 2, 1953

SUBJECT: Additional building at Bend
Shops

To:

Mr. G. E. Paxson
Bridge Engineer
Office

Dear Sir:

To complete the Bend Shop layout it is planned to construct a third building to be located as shown on the sketch adjacent to the south line of the shop grounds, 216' long and 48' deep with open north front. The west 144' of this building is to be open storage similar to the large open concrete storage building constructed at the Salem Shops, that is: with reinforced concrete end and back wall without windows, with metal roof, open front without doors and no floor.

The eastern 72' of the building is to be divided as shown on the attached sketch into three rooms to provide, (1) shop storage and warehouse with a loading dock and (2), Sign Department storage and (3), Radio Repair room.

The shop storage and warehouse room should have a timber floor, dock height and a 10' dock in front. There should be a sliding warehouse door, a standard entrance and exit door and high windows to provide light both front and back.

The Sign Department and Radio Repair rooms should each have a concrete floor, one uplift door each for truck and car entrance and one small door for entrance and exit and windows as needed for light and ventilation. We do not believe that it would be economical to bring heat from the main shop for these two rooms and suggest a flue at the junction of the partitions for the three rooms.

At Eugene recently, we installed an oil circulator unit in the partition between two office rooms and a similar installation might be adequate to heat these two rooms. No heat is planned for the warehouse room. In considering the heat requirements, it is obvious that these two rooms should be sealed at 10 to 12 feet above the floor thus leaving a loft which could be used for storage. Access could be provided through a swinging stairway and trap door from the Sign storage room, inasmuch as no radio storage would be required.

Very truly yours,

Copied for:

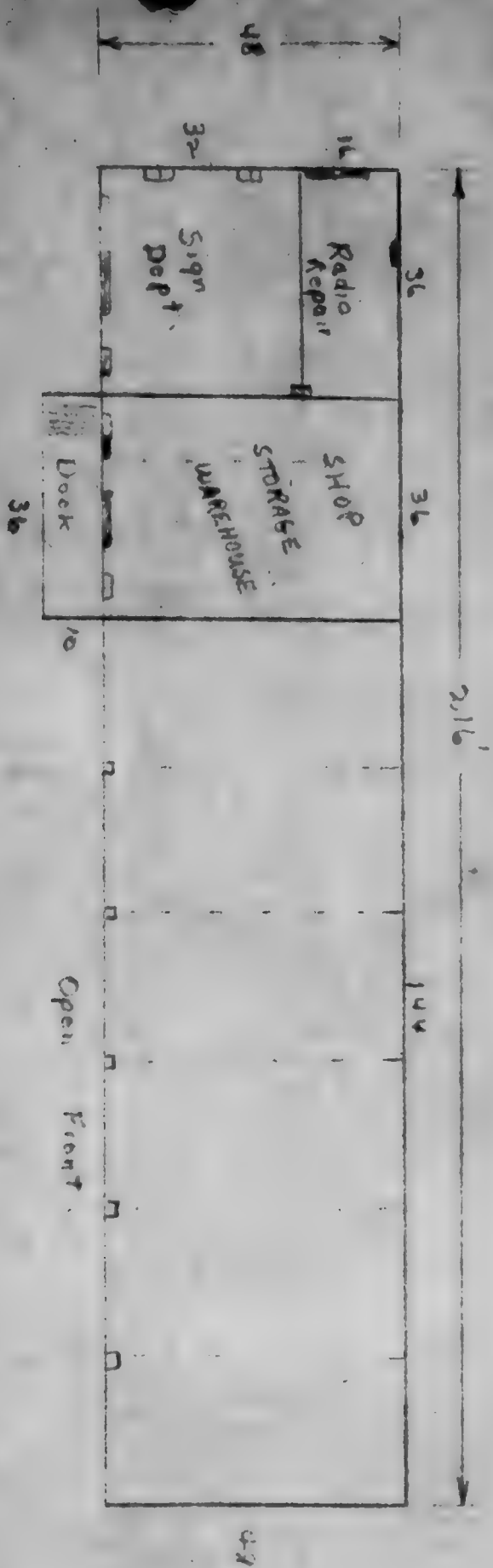
W. W. Stiffler - Encl.

J. K. Campbell-Encl. I. A. DeFrance

W. F. Lieske-Encl. Assistant Maintenance Engineer

W. O. Widdows-Encl.

IAD:db
Encl.



RECEIVED
6 1953
FOR FILING

9-3651
3941

March 25, 1953

Honorable B. A. Stover
Hall of Representatives
State Capitol
Salem, Oregon

Dear Mr. Stover:

With regard to the letter to you from Marion E. Cady, Manager of the Bend Chamber of Commerce, with reference to the community north of Bend cooperating with the State Highway Commission in the construction of a water main, advise that I have made a careful investigation of this situation.

This community, consisting of some 60 individuals, first advanced a plan through Mr. Ted Holliday on April 19, 1951 to enlarge the water pipe so that it would serve this community as well as the new headquarters we are building north of Bend. We advised them that it would be necessary for them to form a water district because we could not deal with a number of individuals. We then made a survey and cost estimate and found out that it would cost about \$14,000 more to put in a line adequate to serve both needs. This, of course, would have to be borne by this water district. Mr. Chandler, our Division Engineer at Bend, contacted several of the people and found that most of them had more or less lost interest in the matter because of the additional cost and because of the difficulty in forming the water district.

On Friday, January 30, Mr. Dale Cowles of Bend called at the Maintenance Division office here in Salem and discussed the matter with Mr. DeFrance, Assistant Maintenance Engineer. Mr. DeFrance advised Mr. Cowles that, since the community had not acted, we had proceeded to place requisitions and order the materials to construct a four-inch main. We are advised that the pipe will be shipped from Berkeley, California this week, so it would appear that it is a closed issue.

Since the community appeared to be unable to organize and establish a water district, making it possible for the Highway Commission to deal with the officers of the district, it is too late now to even consider it. I am also of the opinion that it is rather questionable whether the community would be able to bear the expense of \$14,000 additional cost for the larger line.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. Stiffler

C
O
P
Y

BEND CHAMBER OF COMMERCE

Bend, Oregon

March 17, 1953

B. A. Stover, Representative
State House
Salem, Oregon

Dear "Dutch":

Some time ago the Central Oregon Chamber took action about which I have not given you official notice. The principal point of their action was one of commendation and thanks to the Highway Commission for the proposed plan of bond expenditures on Highways 97 and 20. The one point about which there was some concern was the talk that The Dalles (Wasco County) was interested in moving the proposed expenditure of one million dollars on 97 in the Cow Canyon area from that point to Highway 197 which would lead to the approach of the new bridge at The Dalles. The Central Oregon Chamber, of course, went on record requesting the Commission to retain the plan as outlined. The Bend Chamber of Commerce, being a member of the Central Oregon Chamber, endorses that action.

As to the matter of allowing the people in the neighborhood of the shops to be built north of Bend to use city water from the line that will be built by the State, it would probably be best for you to get for us, if possible, the attitude of the Department in the matter. The attitude of the Chamber is that every effort should be made to make the line large enough to allow persons in the area to use water during eight months period when it is available to those outside the city limits. The people in the neighborhood of the shops know that they would be put to considerable expense and have expressed a willingness to pay a fair share of the cost. As I understand it, they have run into snags in determining that cost. Perhaps if you can get the official opinion of Mr. Baldock or others in the Department, we can know better what the possibilities are. I could give you more detail but do not see that it would help any now.

Thank you very kindly for offering to help in this matter.

Very truly yours,

/s/ Marion

Marion E. Cady
Manager

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

February 21, 1953

SUBJECT:

To:

Mr. I. A. DeFrance
 Assistant Maintenance Engineer
 State Highway Building
 Salem, Oregon

Dear Sir:

I have your letter regarding cost and work order covering grading and surfacing of the shop area and service road at the proposed division office. After making the estimate of necessary work to be done, I find the cost to be in the contract class, and suggest that this be added to the building contract to avoid conflict, as the main contractor could subcontract this work and have it fit in with his operations much better than it would be if done by state forces.

Below is an itemized estimate of cost:

1. Cinder Borrow	7,500 CY	@ \$ 0.70	\$ 5,250.00
2. Excavation	600 CY	@ 2.00	1,200.00
3. Trench Excavation	60 CY	@ 5.00	300.00
4. 18" Siphon Pipe	180 Lin.' @	4.00	720.00
5. Siphon Boxes	6 CY @	60.00	360.00
6. Surfacing	500 CY	@ 2.00	1,000.00
7. Asphaltic Concrete	1,500 Tons @	8.00	12,000.00
8. Curbs	3,000 Lin.' @	1.75	5,250.00
9. Drain Holes	100 Lin.' @	2.00	200.00

Total \$26,280.00

You will note that I have left off the sidewalks and retaining walls as I thought these should be after the landscaping. If you decide that these items can be placed in the main contract, we can supply you with grades and typical sections for this work. These quantities include the main road in front of the highway office, road and parking area for office employees, and leveling of the shop area.

Very truly yours,

W. F. Chandler
 Division Engineer

By

DEAN SWIFT
 Assistant Division Engineer

DS:md

DIVISION OFFICE AND SHOP AREA

Clearing and Grubbing:

Standard specifications to apply.

Area to be cleared as shown by shading on plan. Rocks from an existing rock wall located in the shop area are to be removed and piled at a place designated by the engineer and saved for future use in a retaining wall.

Sawdust piles located on the shop area consisting of approximately 250 cubic yards to be removed and piled at a point designated by the engineer.

Earthwork:

The contractor to perform all excavating and embankment and all other work called for by the plans, or ordered by the engineer.

Standard specifications to apply.

Pay items to be of two kinds:

1. Structural Excavations
2. General Excavations

Structural excavation to comprise both "structural" and "trench" as given in Article 12-4 of standard specifications.

No payment for hauling or moving excavated materials.

Cinder Borrow:

Contractor to place a cinder borrow where necessary to bring the shaded areas to proper subgrade and also additional borrow to provide a thickness of one foot over the area as subbase surfacing.

Material to come from state owned cinder pit located 0.8 mile West and 0.7 mile North of H.P. 132.1 Salles-California Highway.

The top one foot of material to be laid according to standard specifications for "Rock Base -- Specification 'B' " as given in Section 18 of standard specifications.

Cinder Borrow in place -- Cubic Yards.
Hauling Cinder Borrow -- Mile Yards.

Sprinkling:

Standard specifications in section 12.

12" Siphon Pipe:

Standard specifications, section 34.

Division Office and Shop Area

No. 2

6" Siphon Pipe:

Standard specifications, section 34.

Concrete Curbs:

Curbs to be class "C".

Standard specifications, section 49.

Payment to be cubic yards.

Concrete Siphon Boxes:

Standard specifications, section 47.

ESTIMATE OF COST
REND OFFICE AND SHOP AREA
GRADING AND BASE SURFACING
MARCH 1953

Item	Quantity	Unit Price	Amount
			\$ 1,000.00
1. Clearing and Grubbing	200		
2. Excavation	2,000 Cu. Yd.	2.00	2,000.00
3. Structural Excavation	180 Cu. Yd.	5.00	900.00
4. Cinder Bottom	10,500 Cu. Yd.	1.60	20,000.00
5. 12" Siphon Pipe	130 Lin. Ft.	3.00	540.00
6. 6" Siphon Pipe	100 Lin. Ft.	1.50	150.00
7. Class 'A' Concrete	7 Cu. Yd.	60.00	420.00
8. Type 'C' Curb	2,000 Lin. Ft.	1.75	5,250.00

9. Ry close fence - 6' with 2263 lft 4⁰⁰ 9505

3 bar wire 1-20' suspended

type sliding gate and 1-4' gate

10. electric operator for sliding gate - 1

2500

2500

42265

5283

47548

RECEIVED

FOR FILING

FORM E-30 22M 6-51 22310

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 12, 1953

SUBJECT: Proposed Division Office and
Shop layout

To: Mr. W. E. Chandler
Division Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Herewith copy of latest layout map showing the proposed Shop and Division Office layout north of Bend. We believe this layout meets final approval in all details except possibly the north highway connection which may be returned to the county road right of way.

We suggest you prepare estimates of cost and a work order covering the grading and surfacing of the shop area and the service road in front of the proposed Division Office.

You will note there will be required a long siphon installation with three siphon boxes. For the time being we probably need not attempt to estimate the cost of curbs and sidewalk leaving these improvements for such time as building have been completed. Our purpose now should be to do such grading, filling and surfacing as will afford easy access to our contractors.

Mr. Astrup suggests that the material in the rock wall just south of the equipment shop location be stockpiled off to the side some place where it may be available for use in construction of rock walls at other in connection with the landscaping.

You have already received a work order covering the installation of the water pipe and we suggest this be started as soon as the pipe has been received so that water will also be available for our contractors when they arrive.

It is suggested that no filling be undertaken in the immediate vicinity of the proposed buildings so that there will be no increased cost in excavation for footings.

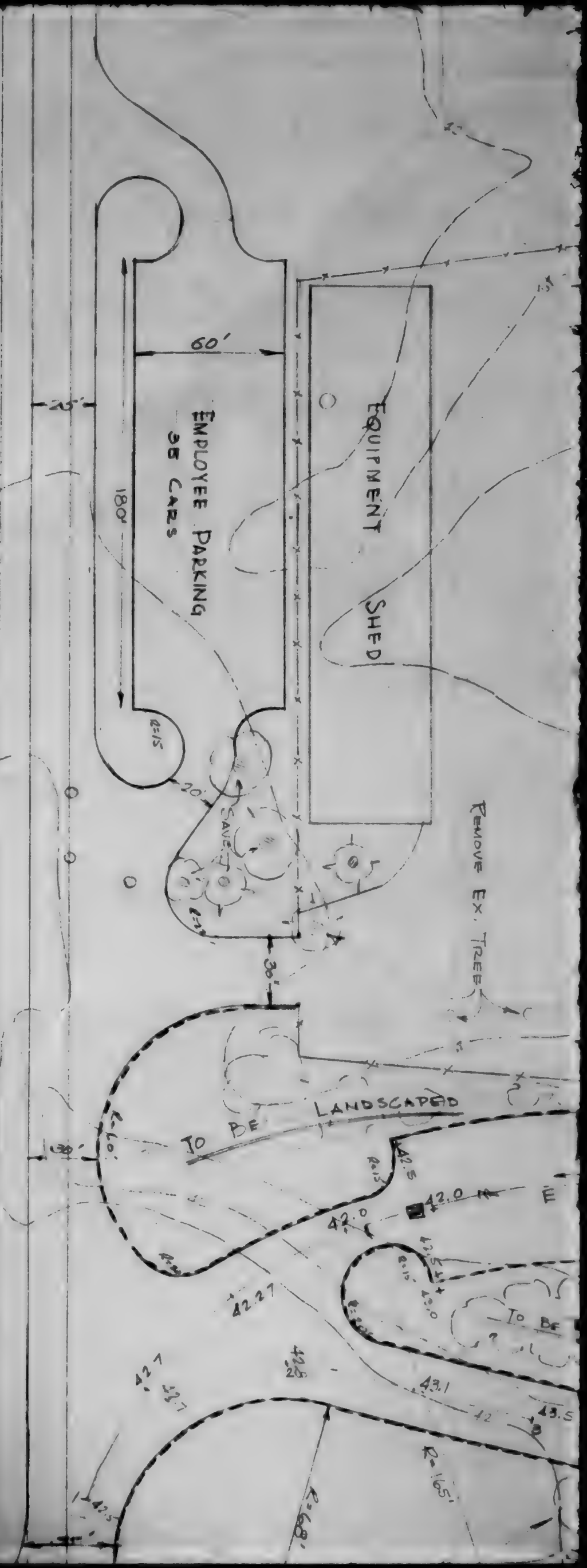
Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Encl.

cc- W. W. Stiffler
G. S. Paxson

E. F. Malik
M. H. Astrup



PROPOSED DEVELOPMENT PLAN FOR

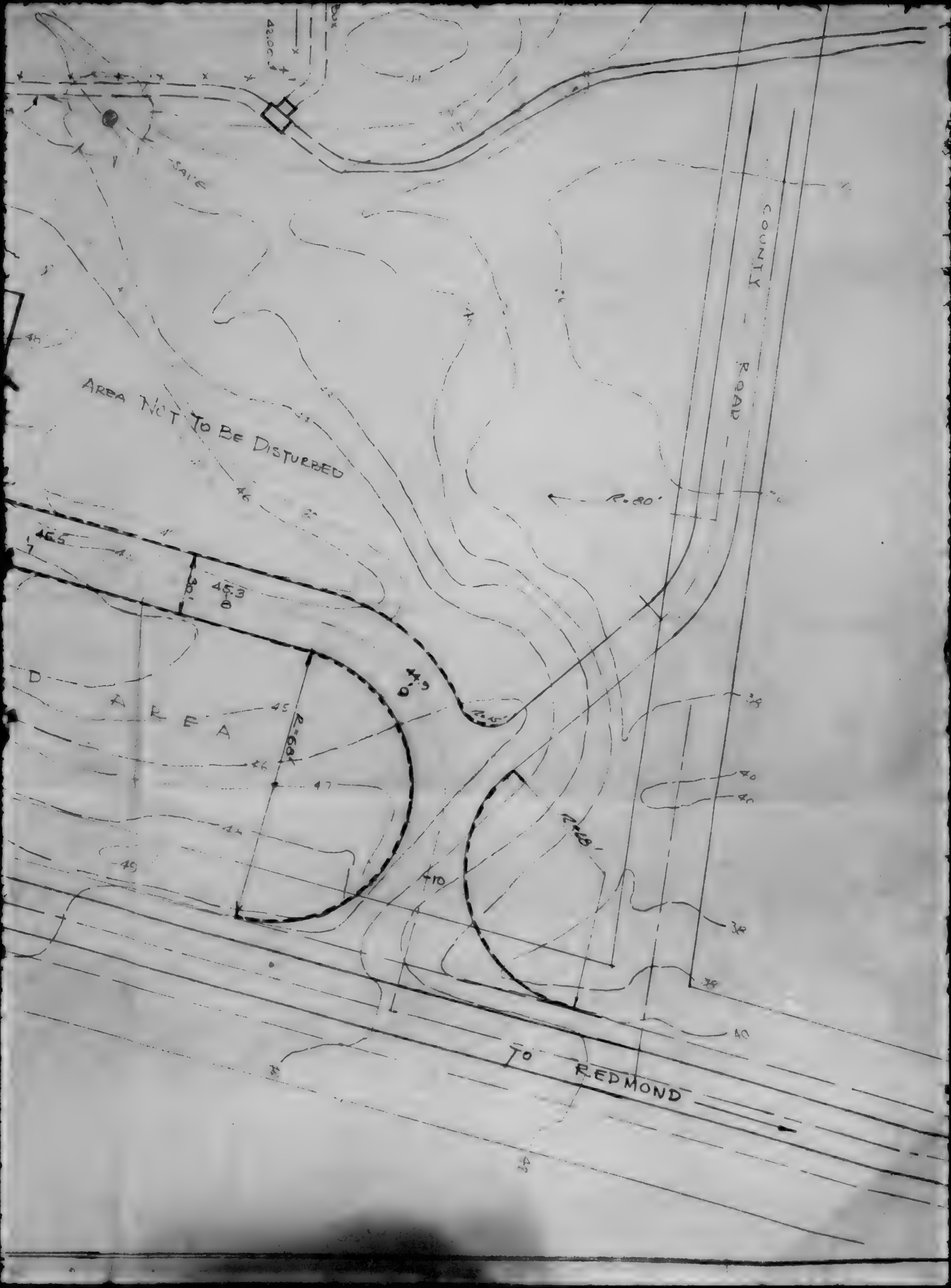
OREGON STATE HIGHWAY COMMISSION

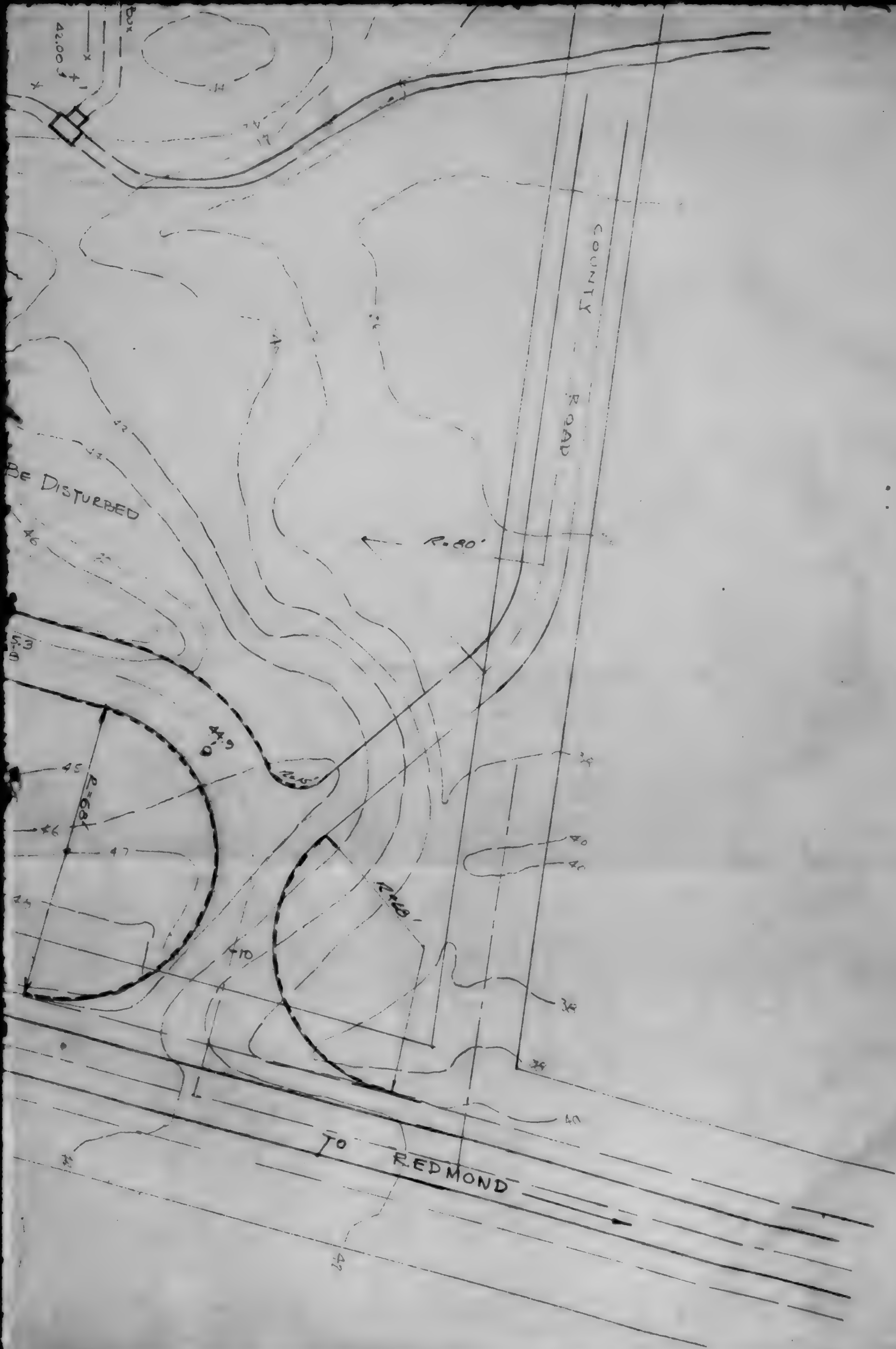
DIVISION OFFICES AND EQUIPMENT SHOPS

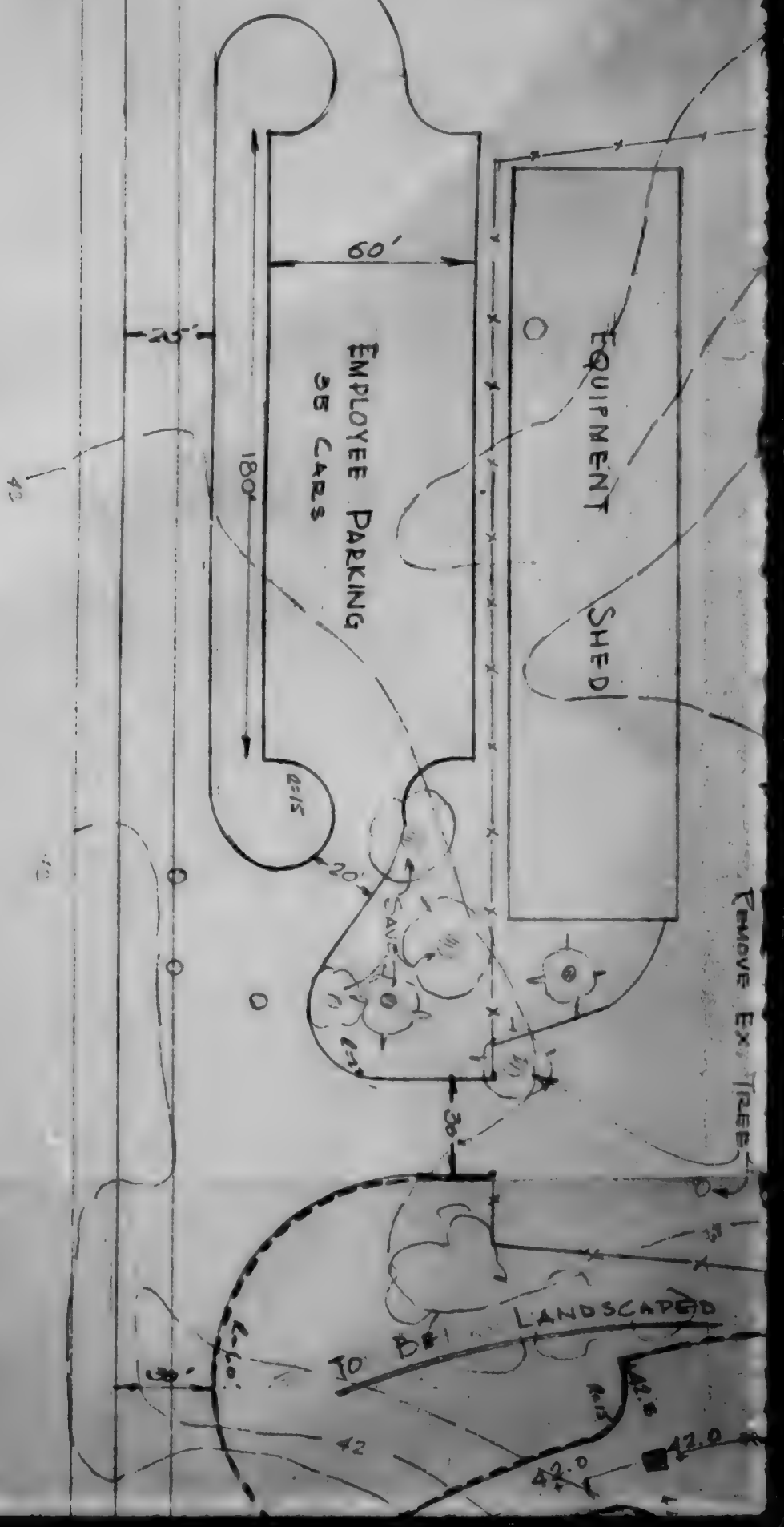
NORTH OF BEND

SCALE 1" = 50' 0"







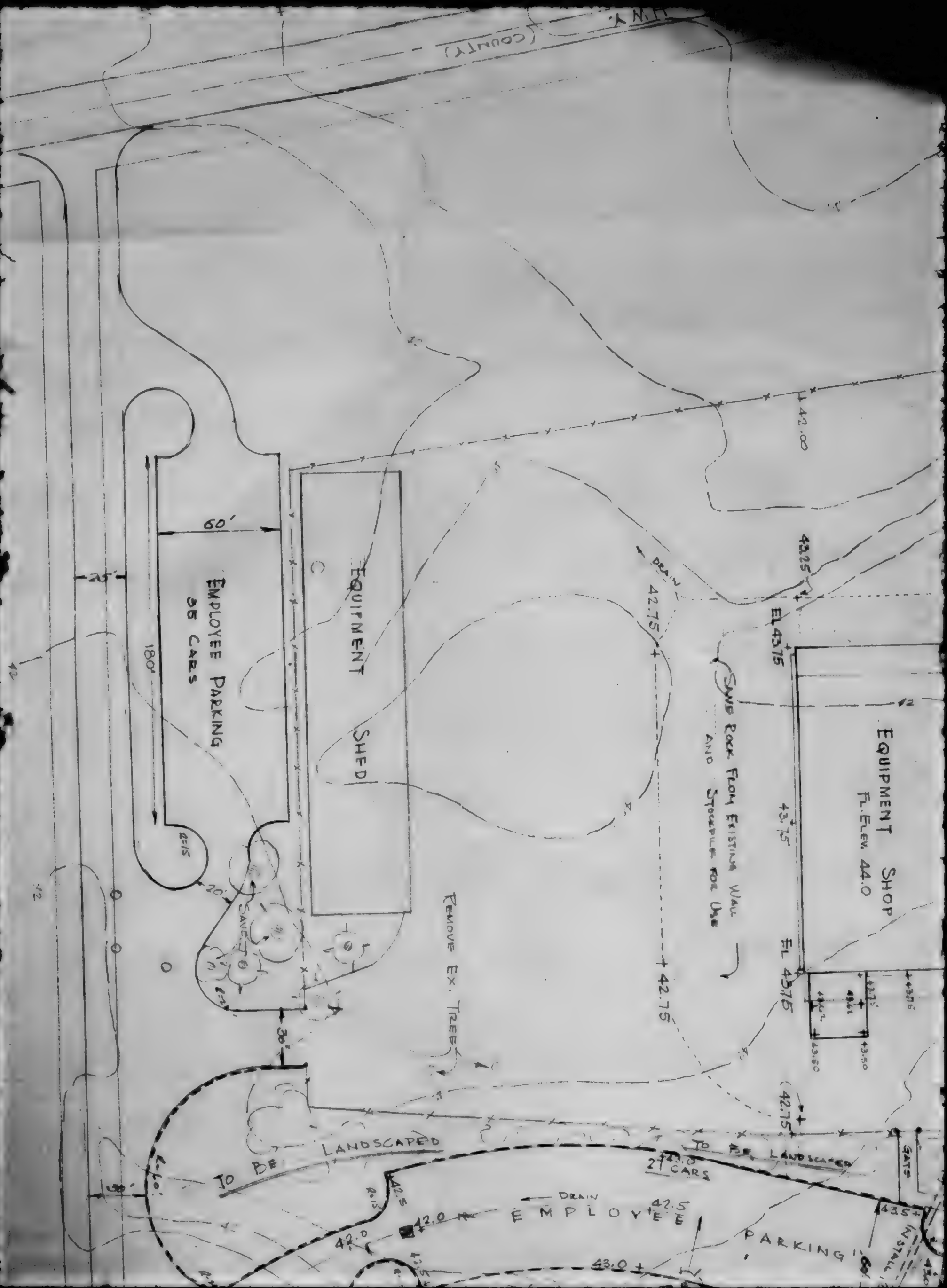


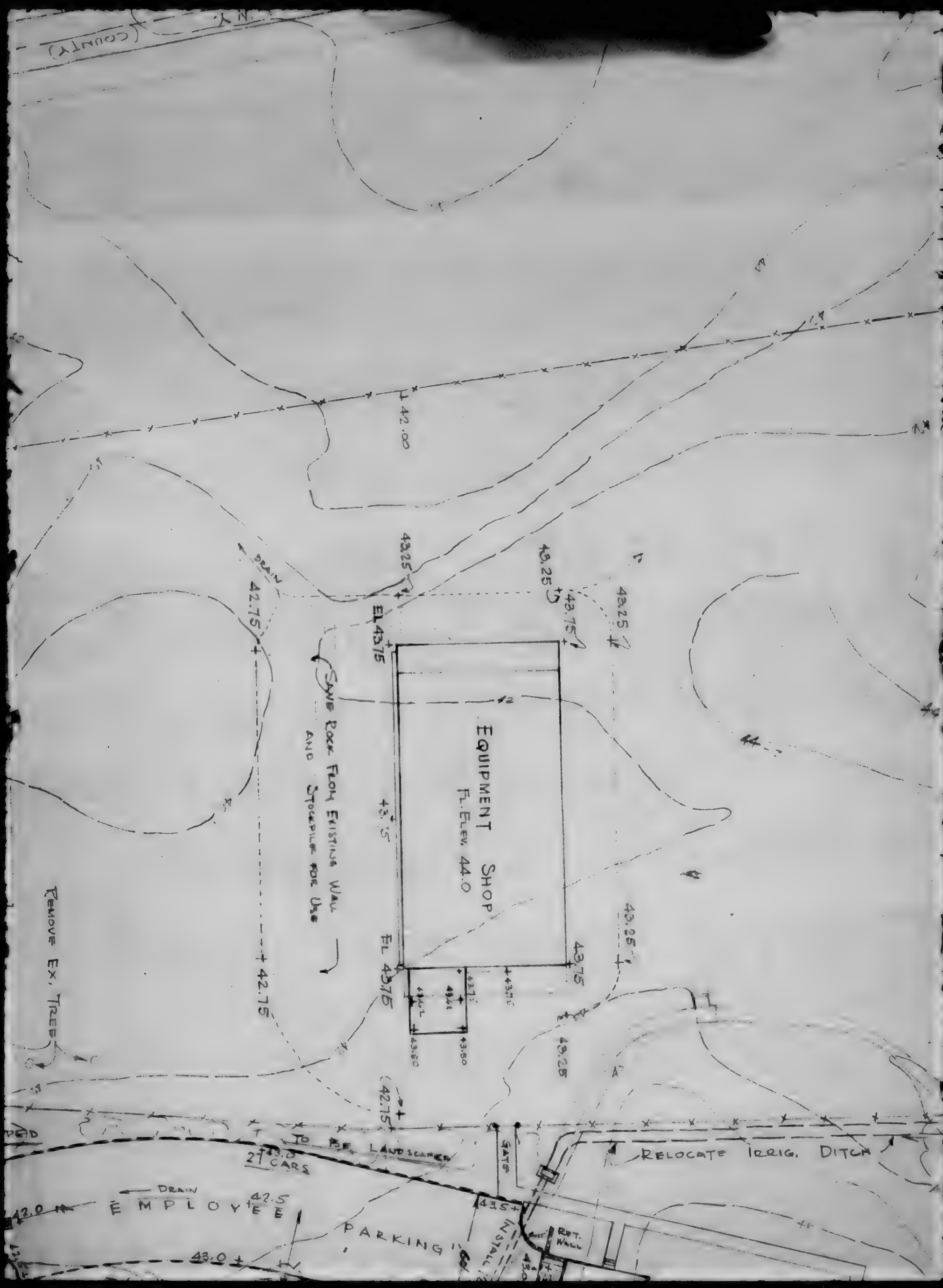
PROPOSED DEVELOPMENT PLAN FOR
OREGON STATE HIGHWAY COMMISSION

DIVISION OFFICES AND EQUIPMENT SHOPS

NORTH OF BEND

SCALE 1" = 50.0'





(COUNTY)

EQUIPMENT SHOP
FL. ELEV. 44.0

SAVE ROCK FROM EXISTING WALL
AND STOCKPILE FOR USE

REMOVE EX. TREE

RELOCATE IRRIG. DITCH

EMPLOYEE

PARKING

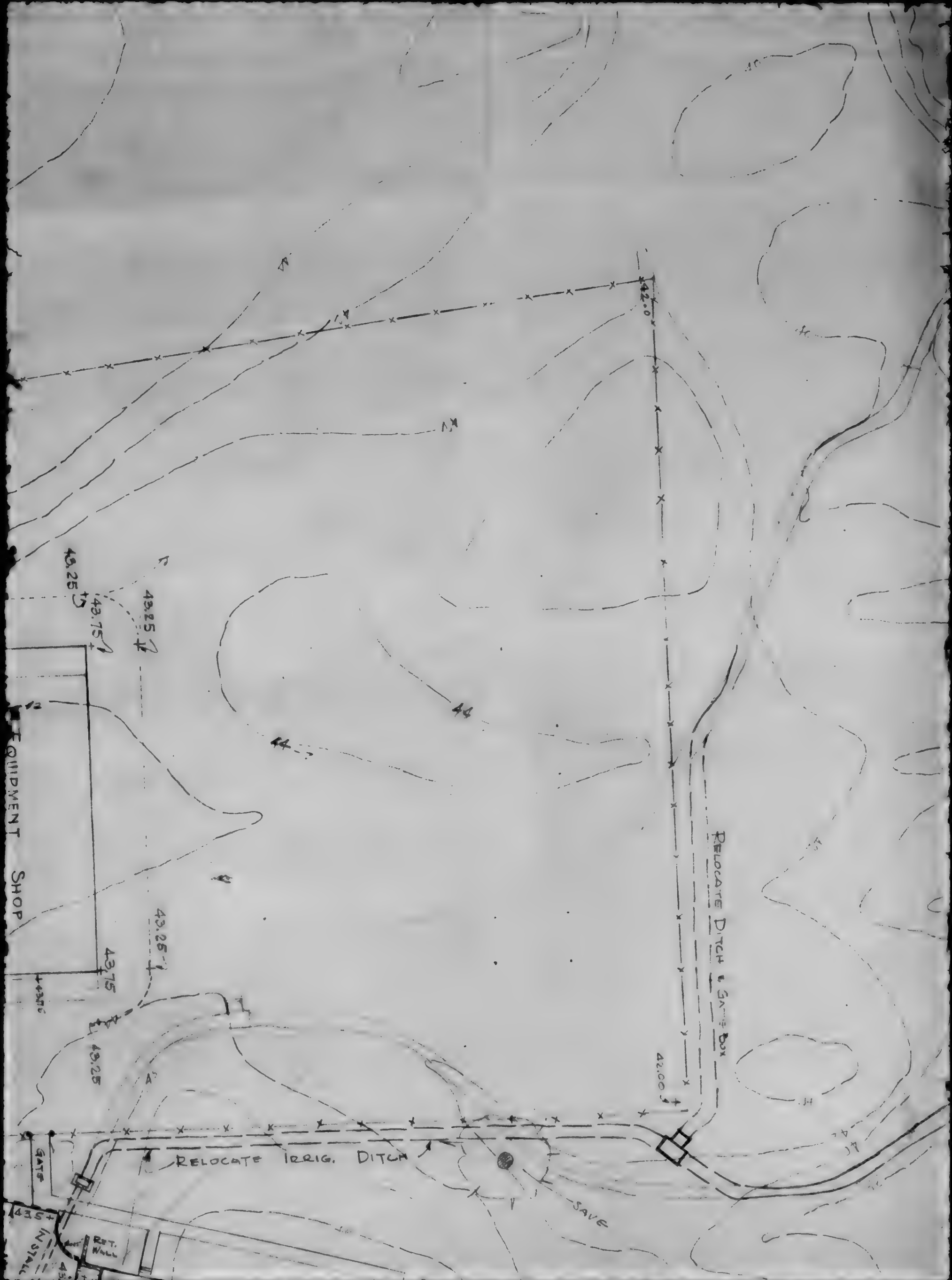
RPT. WALL

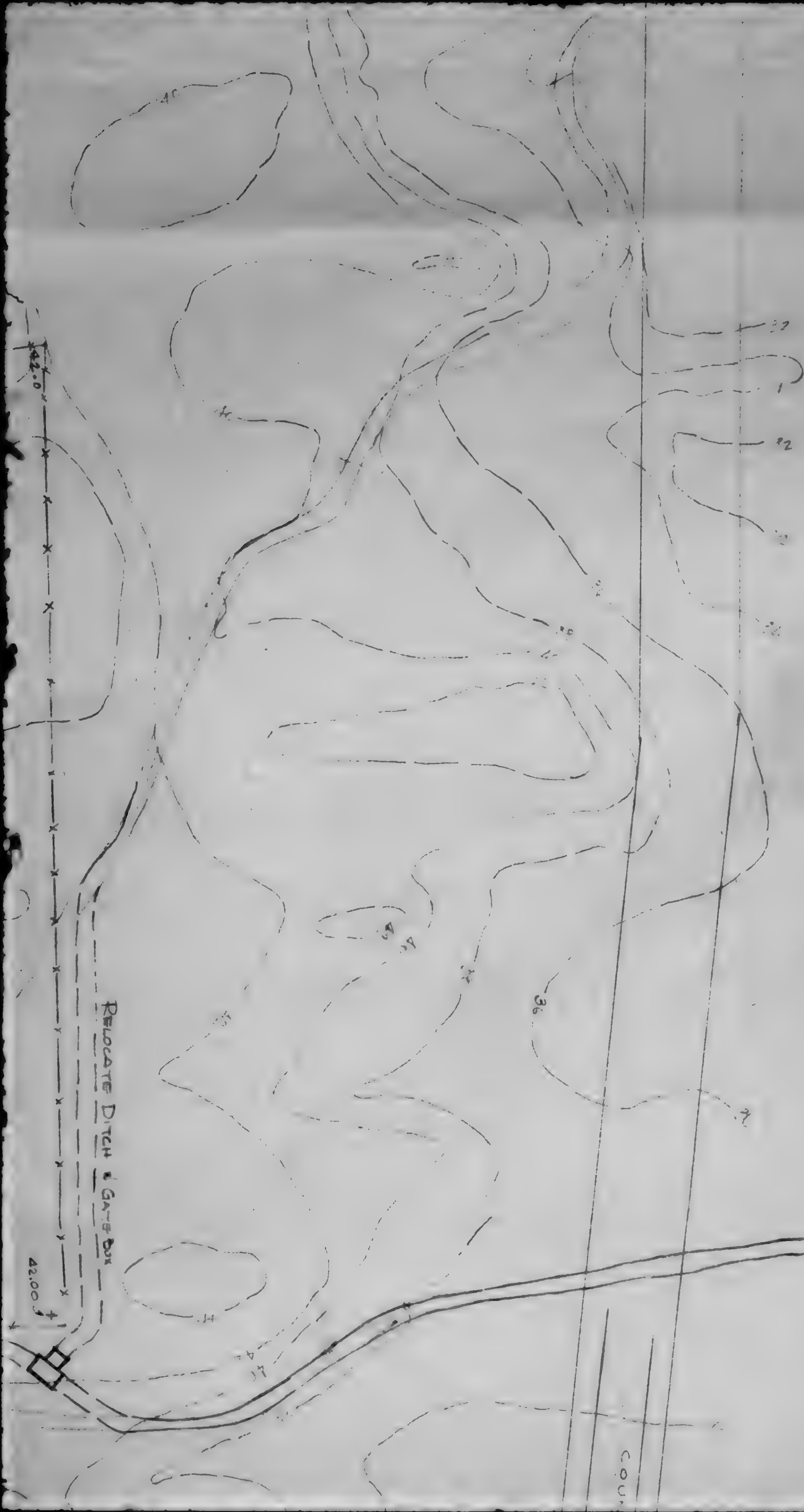
27 CARS

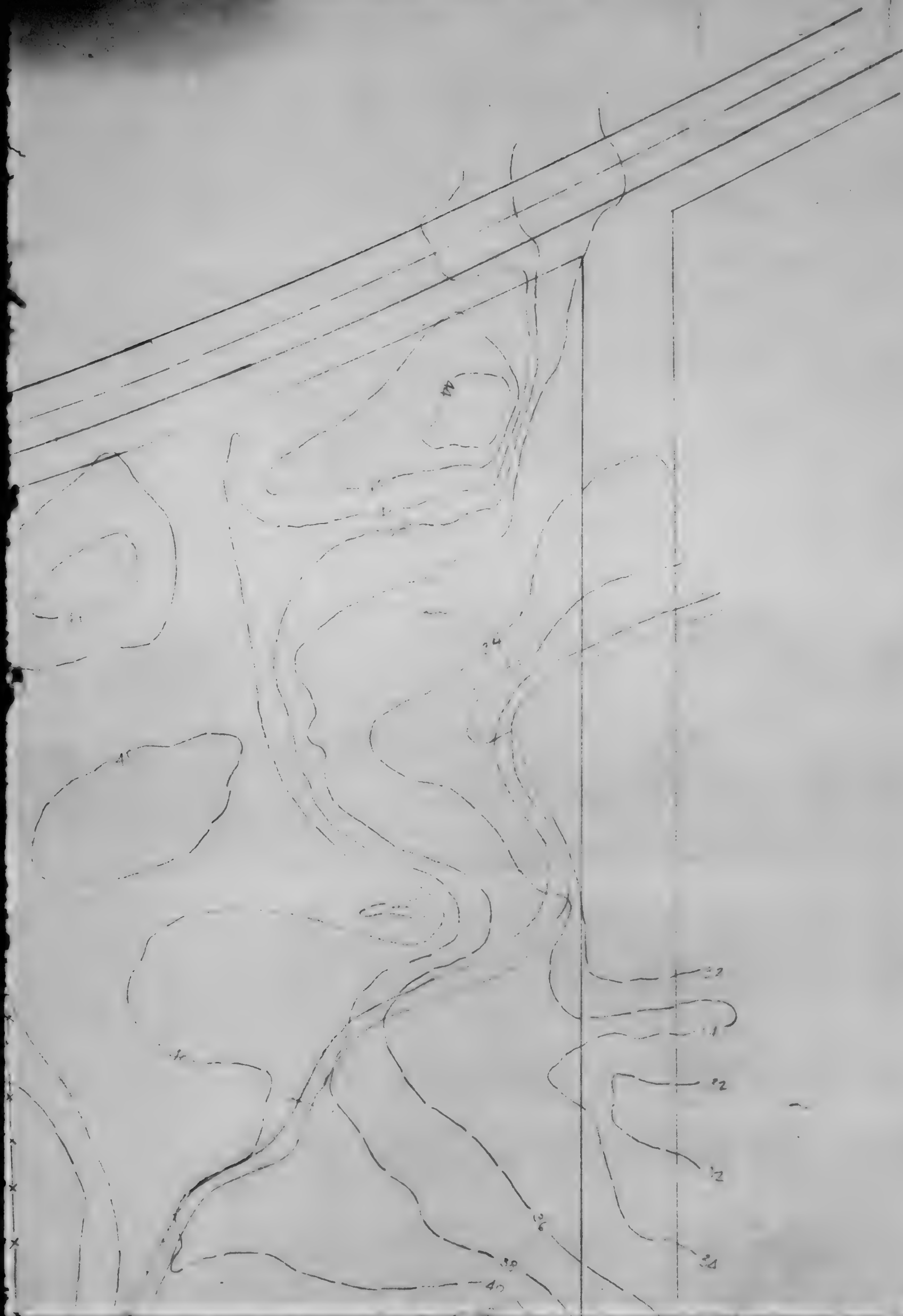
INSTALL

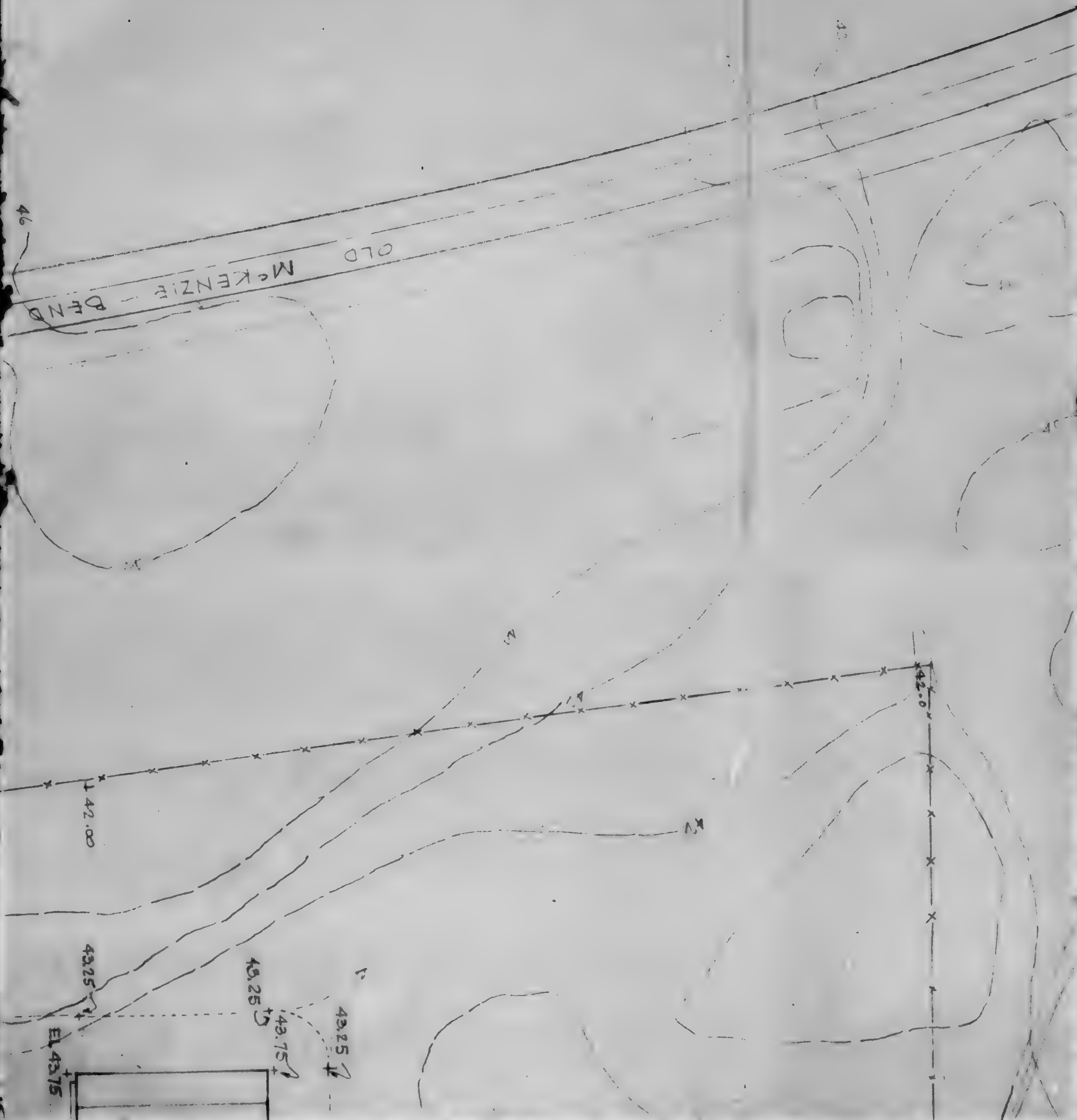
GATE

DRAIN









46

OLD MCKENZIE BEND

42.00

43.25

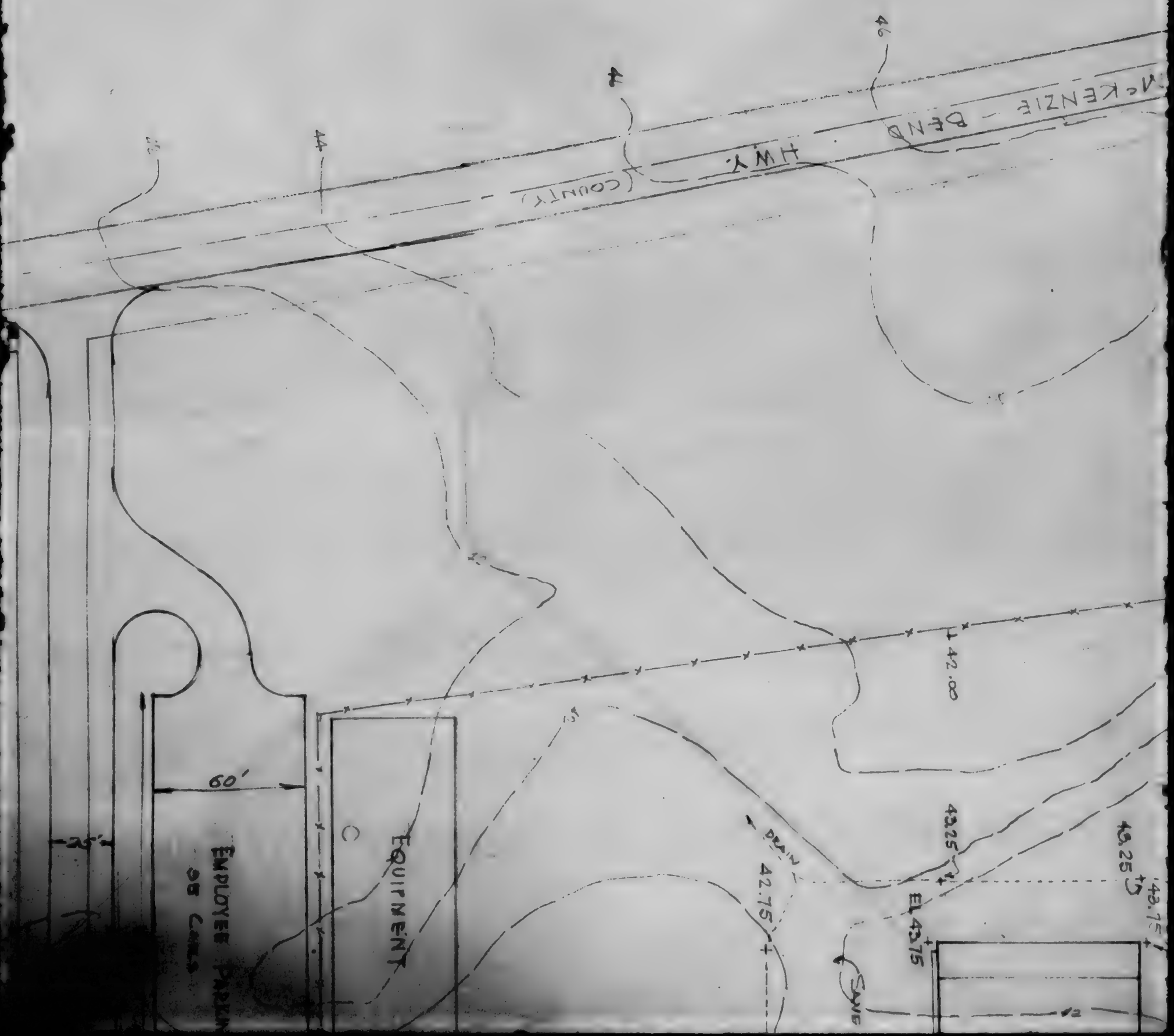
43.25

43.75

43.25

43.0

EL 43.75



46

McKENZIE - BEND

HWY

(COUNTY)

42.00

43.25

43.25

43.75

EL 43.75

DRAIN
42.75

EQUIPMENT

EMPLOYEE PARKING
OR CARS

SAFE

(COUNTY)

EQUIPMENT

SHED

EMPLOYEE PARKING
35 CARS

180'

90'

DIVISION OFFICES AND EQUIPMENT

NORTH OF

SCALE 1" = 500'

PROPOSED DEVELOPMENT

OREGON STATE HIGHWAY

RECEIVED

file

FORM E-90 37,500 4-52 56803

9-3651

3141

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 8, 1953

#19327

SUBJECT:

North of Bend
Maintenance Site

To: MR.H.B.GLAISYER

Office

Dear Mr. Glaisyer:

I hand you twelve shares of stock, Stock #840, in The Deschutes Reclamation and Irrigation Company. This stock has been issued in the name of "State Highway Commissioners of Oregon". It was made in this manner at the insistence of Mr. Enfield because of the Attorney General's ruling that the State of Oregon nor its political subdivisions could own stock in a private corporation. Mr. Enfield feels that putting it in the name of the "Commissioners" made the holding of this stock by the State Highway Commission legal.

This stock is absolutely mandatory to secure the water from The Deschutes River which will be necessary for this maintenance site. The water which the department are entitled to from these twelve shares amounts to 130,000 gallons per twenty-four hours.

I am making application to the State Engineer to have this water changed from "agricultural water" to "industrial water",-being the feeling of the State Engineer that this is the position we should have this allocation set out for ourselves.

Yours very truly,

R.L.PORTER

By

C.W.PARKER
Property Manager

Encl
CWP/CK

cc W.W.Stiffler
cc W.E.Chandler
cc C.H.Maison

REFERRED TO
BY SECRETARY

filed with safe in room 30
under "Stock"
2-24-53



COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 8, 1953

MR. CHAS. M. STRICKLIN
State Engineer
State Office Building
SALEM, OREGON

#19327

North of Bend
Maintenance Site

Dear Mr. Stricklin:

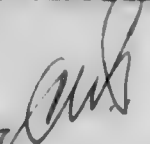
The State Highway Commissioners of Oregon hold twelve share of the capital stock of The Deschutes Reclamation and Irrigation Company.

The water to be used under this stock will be used in the new Maintenance buildings which are to be constructed on property purchased north of Bend. We would like this water right transferred from "agricultural purposes" to "industrial purposes".

If there is anything further that the Department should do for the proper transfer of this water, will you kindly advise us.

Yours very truly,

C.W. ENFIELD

By 
C.W. PARKER
Property Manager

cc W.W. Stiffler
CWP/CK

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
December 31, 1952

SUBJECT:

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

Herewith print showing the revised location of the proposed division office building north of Bend, showing distances to rock from the existing ground level at twenty-foot stations around the perimeter of the proposed site.

Very truly yours,

W. E. Chandler
Division Engineer

By *Robert H. Clark*
ROBERT H. CLARK
Division Office Engineer

Copy to G. L. Jackson
1-2-53
W. S.

RHC:md

Enc.



NOTED
W. W. STIFFLER

RECEIVED
DEC 29 1952
FOR FILING

Bend

Salem, Oregon
December 29, 1952

744

Cross Referenced To:
<i> </i>
<i> </i>
<i>Water Rights</i>

New Division Office Building
Bend, Oregon

Mr. E. Chandler
Division Engineer
Division IV
Bend, Oregon

Following Mr. Astrup's return and presentation of your views regarding the subject office building and its location, a full discussion of the problems involved was had between staff members of this office. Following this a conference was held with Mr. Baldoock who approved the enlargement of the building, according to the former plan which totaled 163 feet in frontage length, with a basement under the southerly wing of the building. These changes are embodied on the attached plan. They will give you an excess of office space at the present time with a partial basement for dead storage or other usage.

Prior to the final drafting of these plans it is necessary that we have accurate data on the distance from existing ground levels to rock at 20 foot intervals around the revised building location. It is desired that you have these soundings made and shown on one copy of the attached print, which should be returned to this office as soon as possible.

The print that Mr. Astrup brought back with soundings at building locations is being turned over to Mr. Paxson for his information.

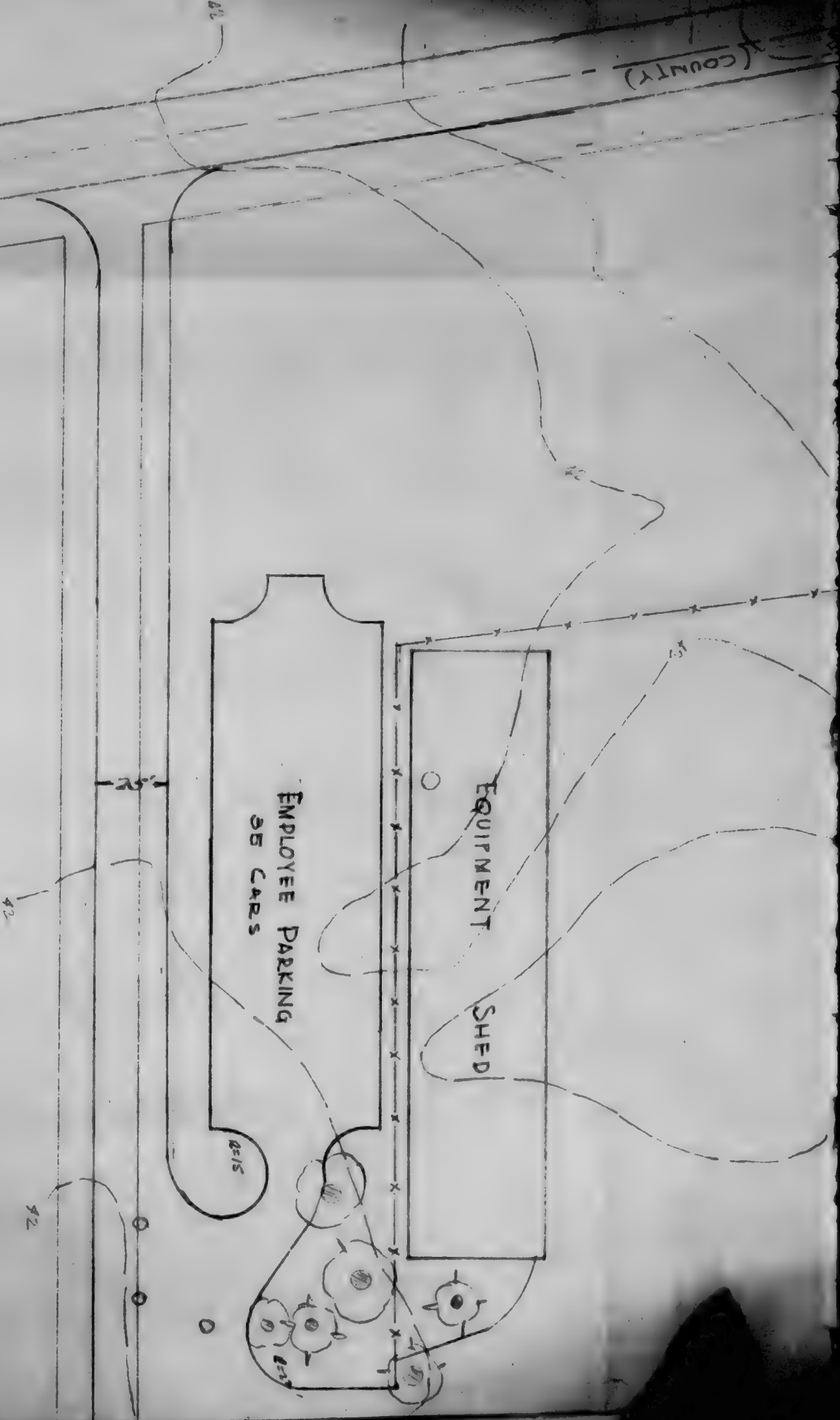
R. H. Baldoock
State Highway Engineer

cc: G. S. Paxson
H. G. Smith
E. A. Collier

by

H. W. Stiffler
Assistant State Highway Engineer

(COUNTY)



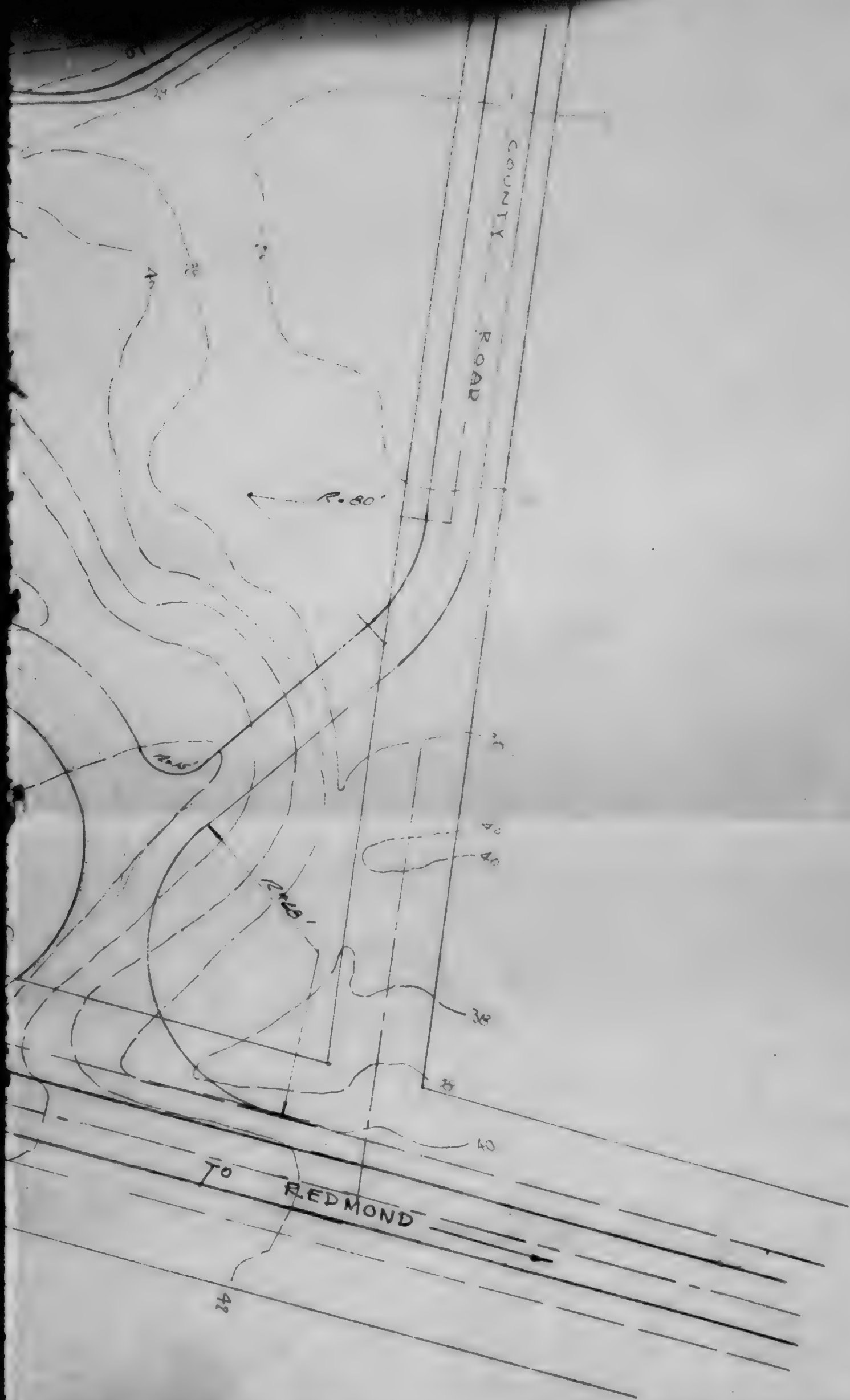
PROPOSED DEVELOPMENT PLAN FOR

OREGON STATE HIGHWAY COMMISSION

DIVISION OFFICES AND EQUIPMENT SHOPS

NORTH OF BEND

SCALE 1" = 50' 0"



RELOCATE IRRIG. DITCH

DIVISION
OFFICE
BLDG.

RET.
WALL

125'

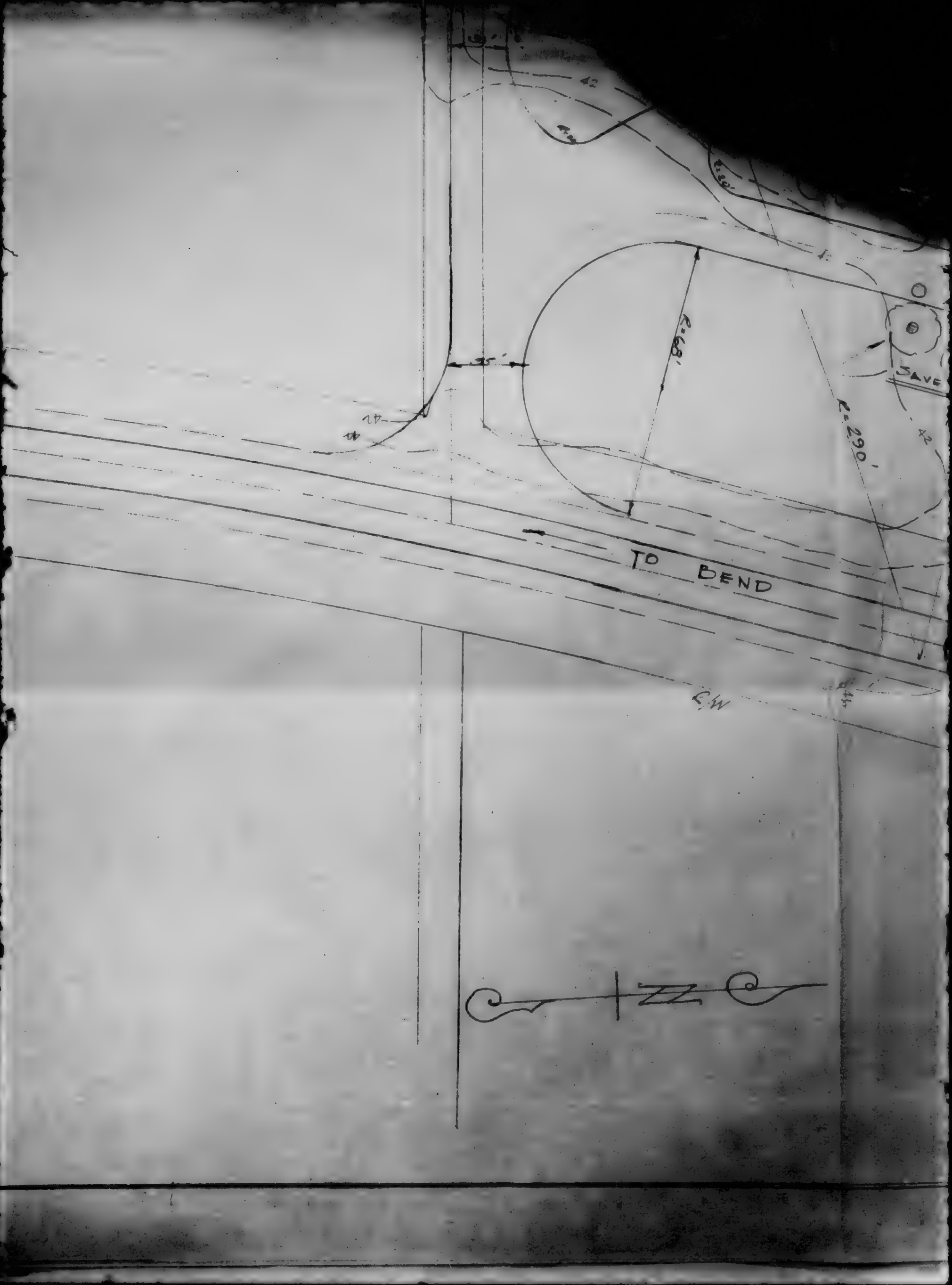
UNDISTURBED
AREA

THE DALLES - CALIF
HWY.

R/W

R=60'









EQUIPMENT SHOP

PUMP

GATE

27 CARS

RELOCATE IRRIG. DITCH

PARKING

24 CARS

DIVISION OFFICE BLDG.

RET. WALL

Ret. Wall

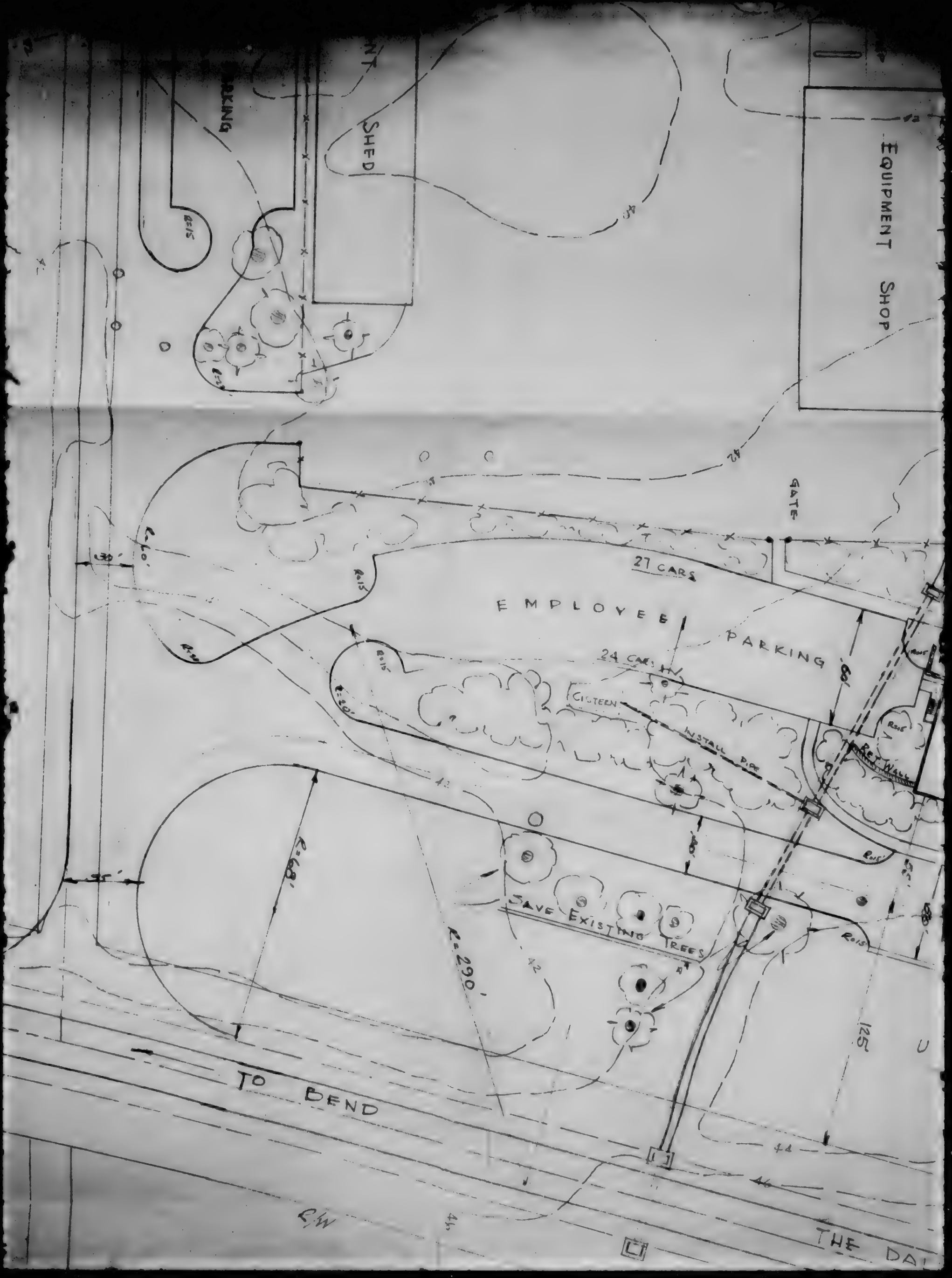
INSTALL PIPE

EXISTING TREES

125

UNDISTURBED AREA

THE DALL

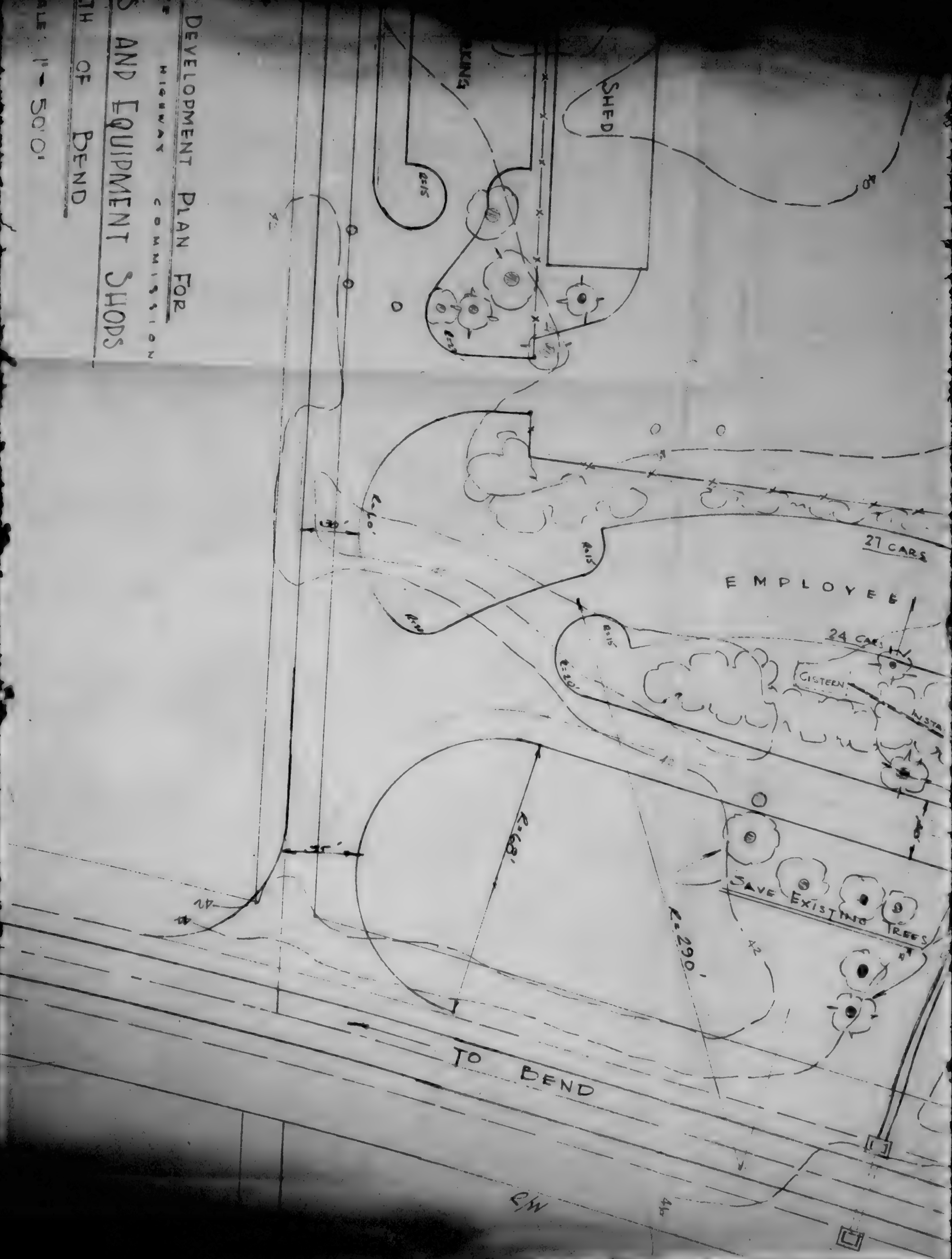


ETS AND EQUIPMENT SHOPS

RIGHTWAY COMMON

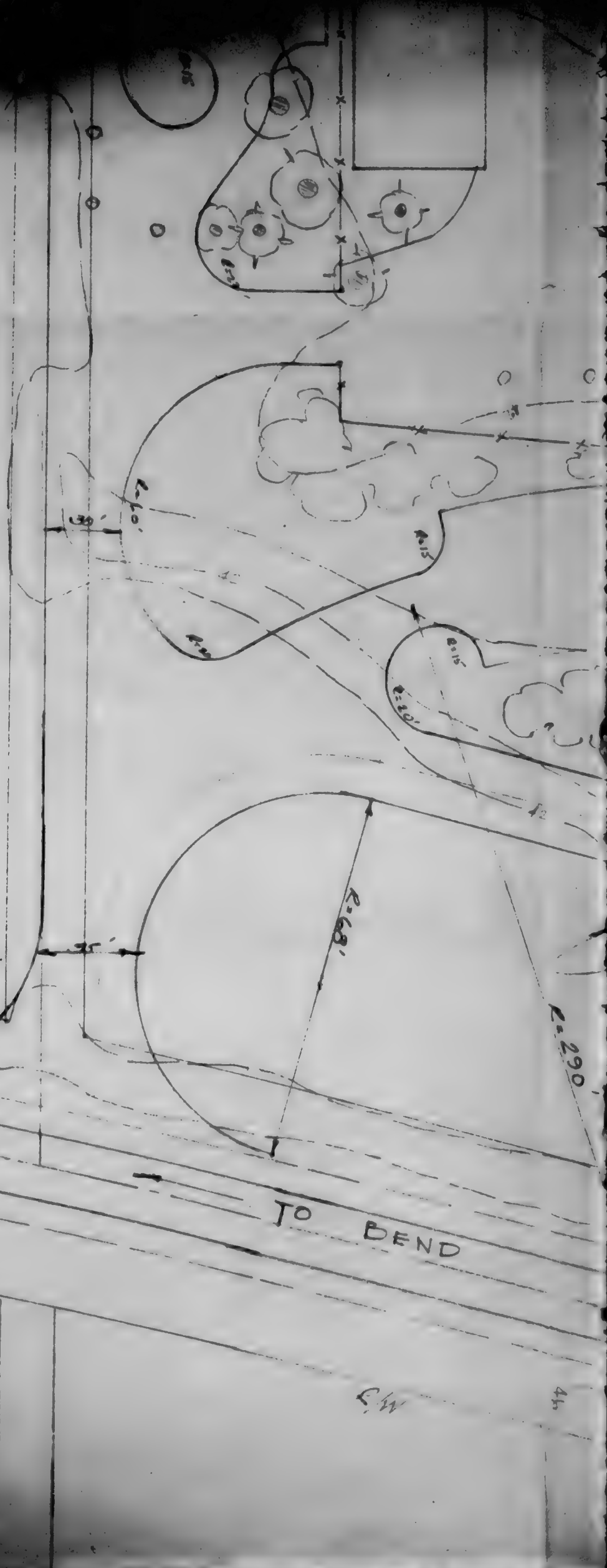
OF BLEND

50



PLAN FOR
COMMISSION
SHIPMENT SHOPS
OF END

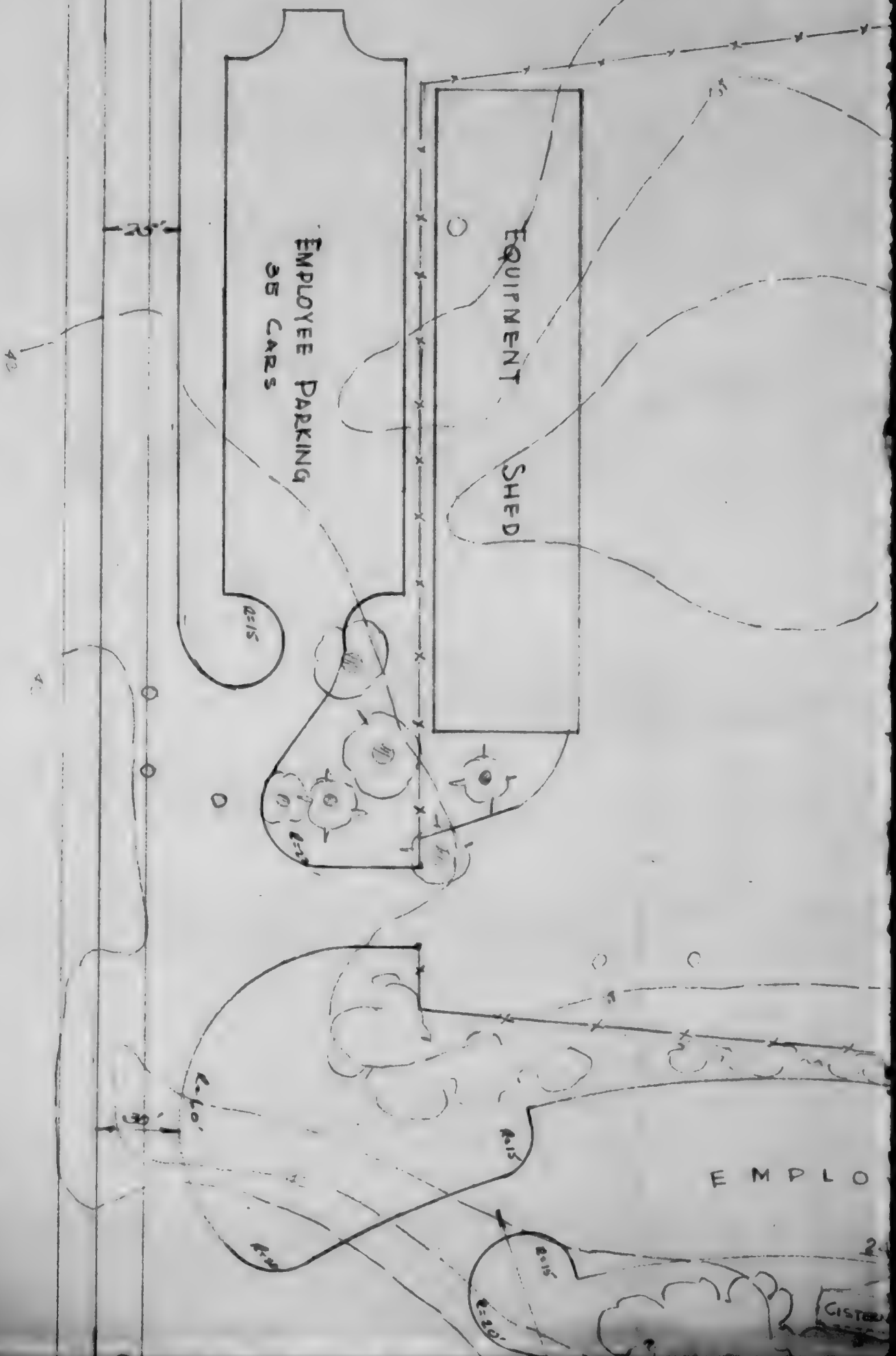
42

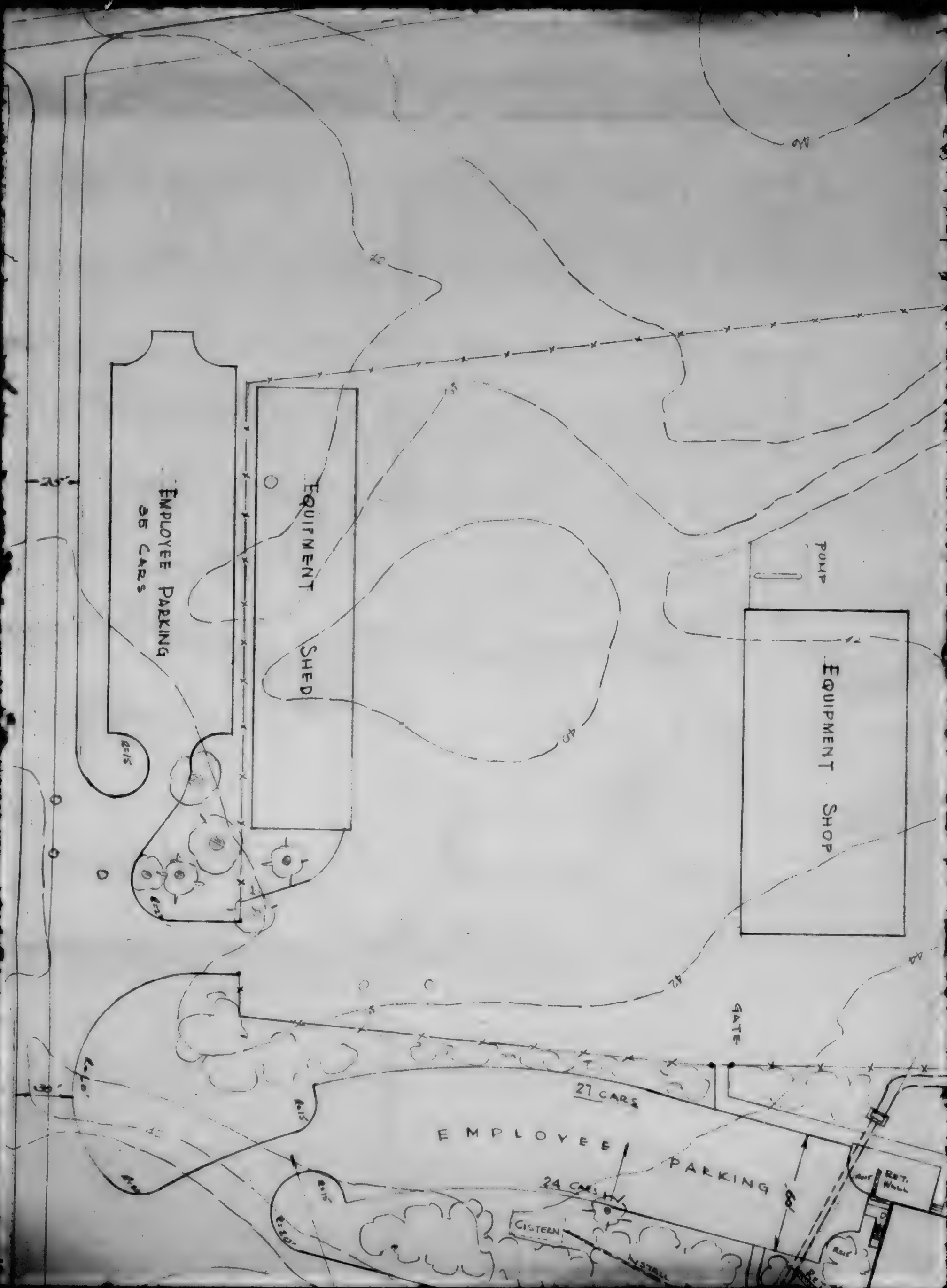


43

44

PROPOSED DEVELOPMENT PLAN FOR
OREGON STATE HIGHWAY COMMISSION
DIVISION OFFICES AND EQUIPMENT SHOPS
NORTH OF BEND
SCALE 1" = 500'

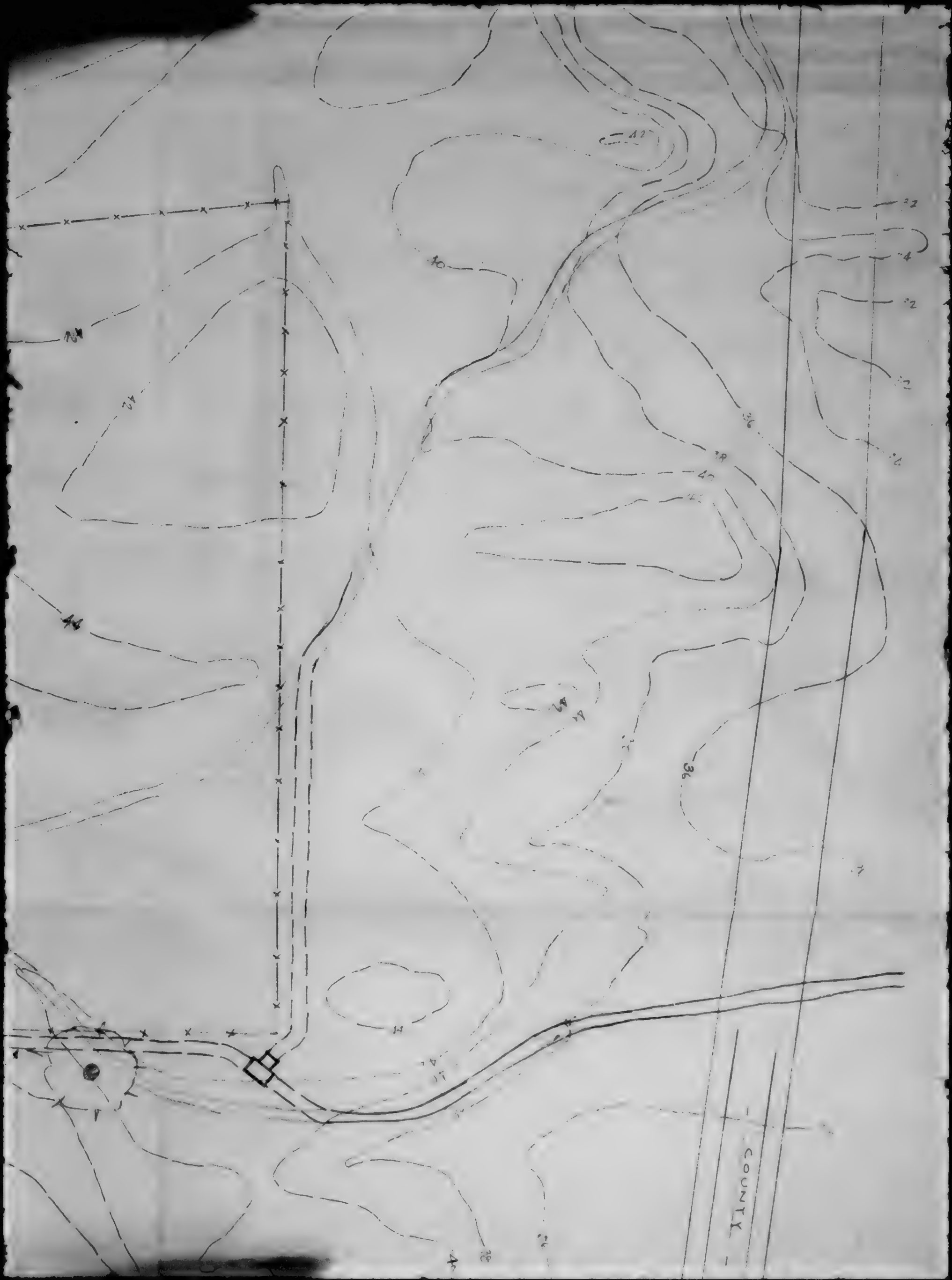


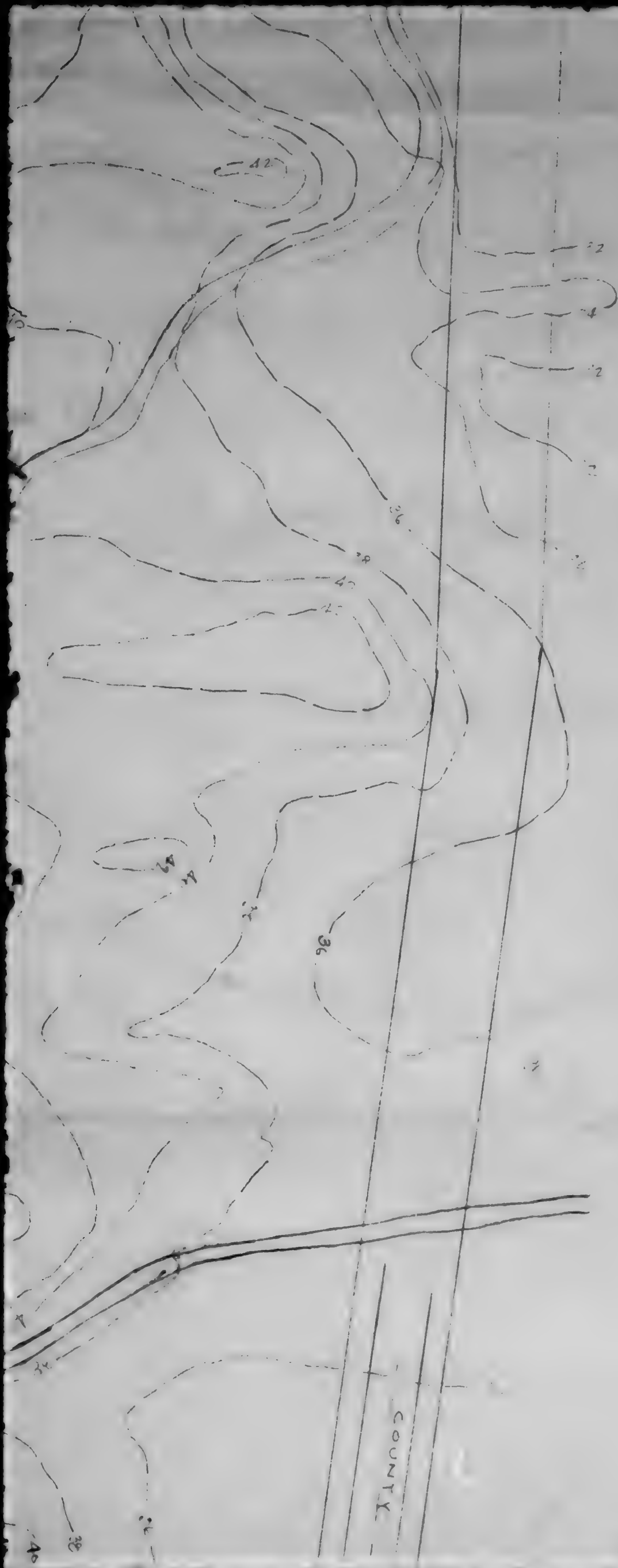


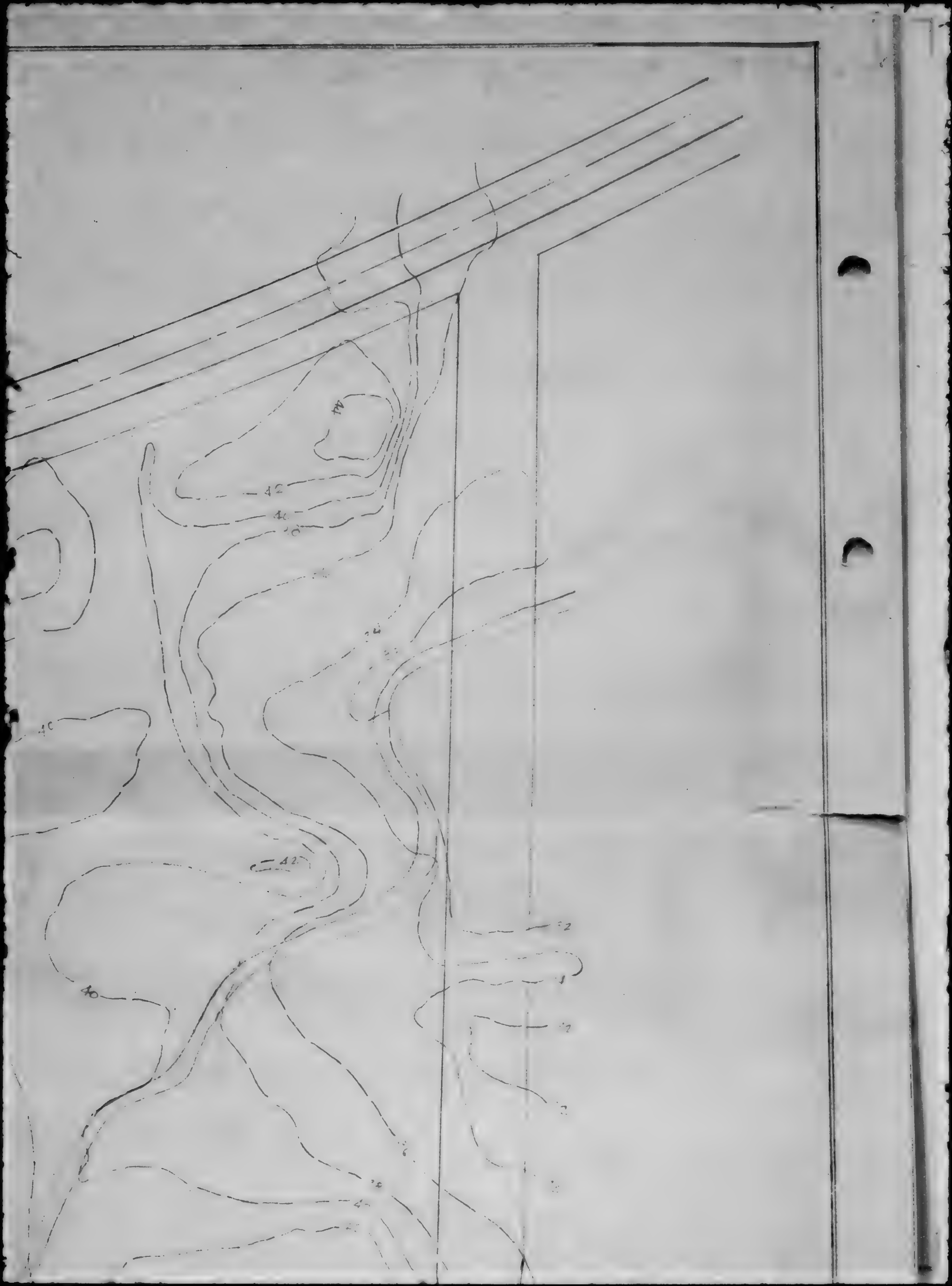
EQUIPMENT SHOP

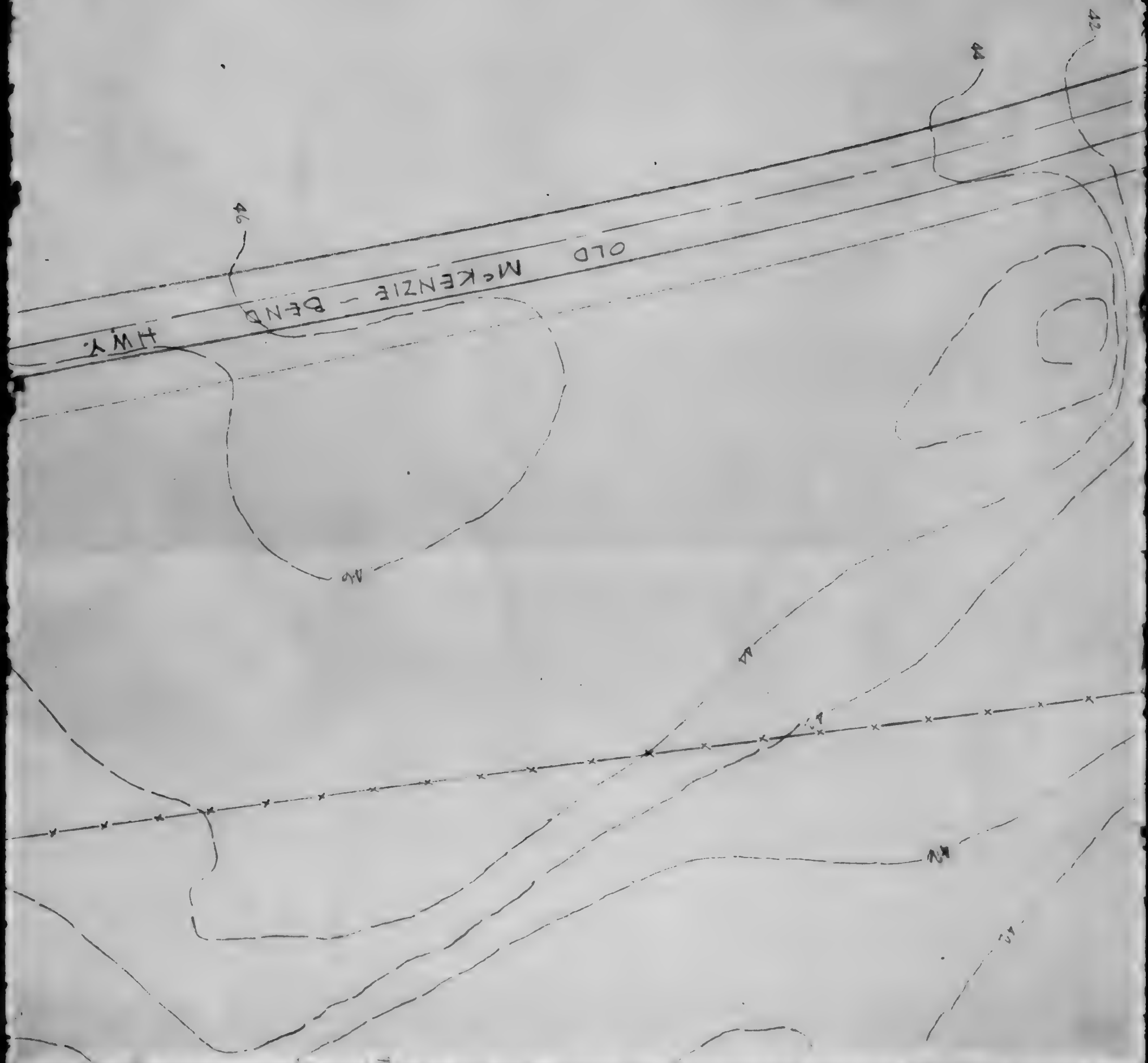
RELOCATE IRRIG. DITCH

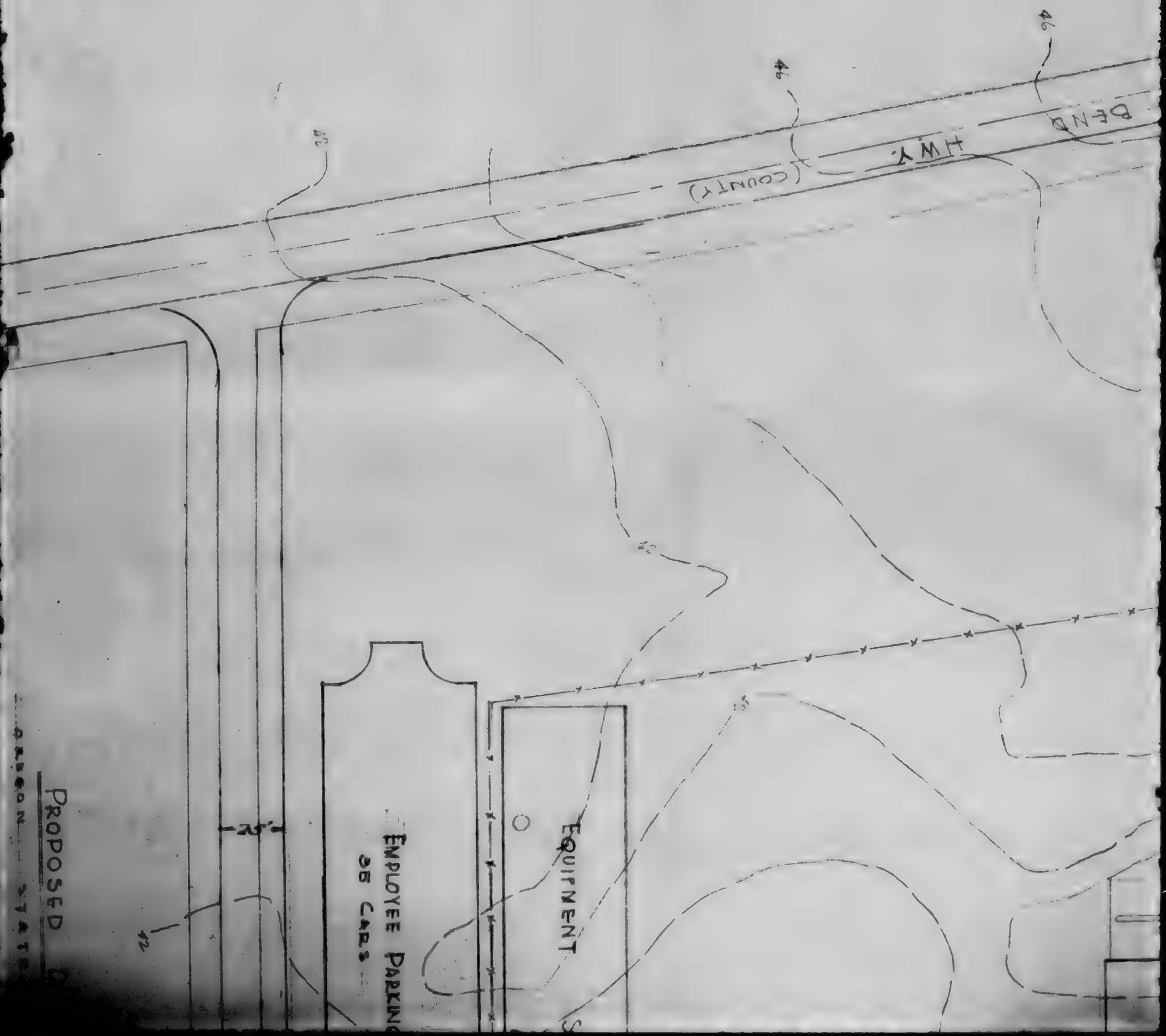
DIVISION











PROPOSED

ARSON STAIRS

(17)

41

42

EQUIPMENT

SHED

EMPLOYEE PARKING
35 CARS

DIVISION OFFICES AND

OREGON STATE HIGHWAY

PROPOSED DEVELOPMENT

NORTH

SCALE

RECEIVED
DEC 2 1952
FOR FILING

Salem, Oregon
December 1, 1952

Cross Referenced To:
<u> Council </u>
<u> R/W </u>
<u> Water Rights </u>

Mr. G. S. Paxson

I am returning the print showing the latest thing as to the floor plan for the Bend Division Office, which now totals 7,800 square feet, estimated to cost \$75,000.

I have discussed the plan with Mr. De France and Mr. Baldock, with the latter's approval. The only change suggested by Mr. Baldock is that one room indicated for future maintenance be titled as "Reserve," and I have shown a weighmaster supervisor in the room occupied by the Traffic Engineering Division.

W. W. Stiffler

WWS:er

Enclosure

cc Mr. I. A. De France

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1952

SUBJECT: Bend Division Office Building

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Building

Dear Sir:

Herewith a revised floor plan for the Bend Division Office Building. In this plan we have reduced the floor area by 1,080 square feet from the plan previously discussed. This leaves us with a gross floor area of 7,800 square feet. We estimate that, with the heating plant included in the shop building and not charged to this office building, the building can be constructed for \$75,000.

I would like to discuss this floor arrangement with you so that we can reach a decision and proceed with the plans.

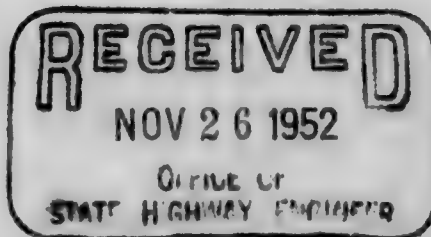
Very truly yours,

G. S. Paxson
G. S. Paxson
Bridge Engineer

Encl.

GSP:gm

cc E. A. Collier



NOTED
W. W. STIFFLER

RECEIVED

FOR FILING

FORM 2-50 37,000 4-52 58808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 29, 1952

Cross Referenced To:

Water Right

SUBJECT: Bend Shop Site - Construction of
Water Main

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Reference is made to Resident Engineer H. S. Cox's recent report comparing alternate proposals for construction of water main to deliver Bend City water to our new Bend Shop Site.

Mr. Percy Drost of the Bend City Water Department advises me that they have orders to reject all extension of service requests excepting, however, the household service the city had previously promised for the proposed new State Highway Development.

The cooperative project suggested by certain property owners between Bend and our new Shop Site had practically eliminated itself by its high cost but the refusal of service should definitely eliminate the cooperative project from consideration at this time.

The installation will then be 100% State financed. There appears to be two alternates, to follow the old or new highway right of way to the new shop site. The distances involved by the two routes from the end of the 2" City main to a common point at the new shop site are as follows:

1. Via old highway past State park 3830 feet.
2. Via new highway 3550 feet.

A spur line of 1" pipe can be constructed to the park from either main. Approximately 400 lin. feet of 1" pipe will be required in the first case and approximately 800 lin. feet of 1" pipe in the second case.

Mr. Drost recommended that the State construct their main to City Standards inasmuch as in several other cases the city had taken over or purchased privately installed water mains, reimbursing the owners for installation costs when sufficient need developed for the main as a part of the City system. He stated also that in several cases a city main that proved too small for the distribution it served, had been replaced by a larger main. He inferred that, in case the demand increased beyond the capacity of the 2" pipe line where we plan our connection the city would, no doubt, install a larger main. For these reasons he recommended the State install the 4" pipe. He pointed out that the labor cost for the installation would be the same for 2" or 4" installation.

NOTED
W. W. STIFFLER

Mr. W. W. Stiffler

- 2 -

October 29, 1952

Should the 4" pipe be installed the route should no doubt be via the new highway with a spur of 1" pipe to the park. I went over both routes carefully and it appears that the excavation on the new highway route will involve considerably less rock excavation. Mr. Cox estimated the excavation 100% rock on the old highway route but we believe there will be several sections of 100% common along the new highway route. Mr. Cox estimated the cost of excavation at \$6.00 per cu. yd. and using this price which I believe is high the alternate costs would be as follows:

*Approved
10-30-52
ywb*

Alternate A using 4" pipe on new highway route,
3 1/2' x 2' trench 24" selected backfill.
3550 lin. ft. of 4" pipe in place \$1.20 \$4260
920 cu. yd. excavation at \$6.00 5520
Selected backfill 263 c.y. backfill at \$2.00 526
Total - - - - - \$10,306

2.903/lin ft.

Alternate B using 2" pipe on new highway route same trench and backfill. Quantities would be the same but 2" pipe is estimated at \$1.00 per lin. ft. in place, making the total \$710 less or - - - - - \$ 9,596

Alternate C using 4" pipe on old highway same trench and backfill. Distance is greater being 3830 lin. ft. using same unit costs. Total - - - - - \$11,122

2.904

Alternate D using 2" pipe on old highway route with same trench and backfill and same distance as alternate C using the same unit costs the total is \$10,356

We have not considered in the above the cost of the spur connections to the park which, in the case of Alternate A and B, would require 800' of 1" pipe or in the case of Alternate C and D, would require 400' of 1" pipe. Should this cost \$1.50 per lin. ft. the total cost would be:

Alternate A	\$11,506
B	10,796
C	11,722
D	10,956

Considering that there appears to be less rock excavation on the new highway route and considering the long term possibilities, I believe the additional expenditure needed for the 4" pipe installation, Alternate A above, is warranted.

I have prepared a requisition for 4" welded pipe for the installation. If you approve please forward the requisition through channels. Mr. Chandler will need to make arrangements for a water pipe permit along the County Road from the end of the 2" City water main to the new highway right of way. Also for a crossing of the County Road South of our new Shop Site. A copy of this letter, sketch map and requisition will go forward to Mr. Chandler so he can proceed with the above.

Very truly yours,

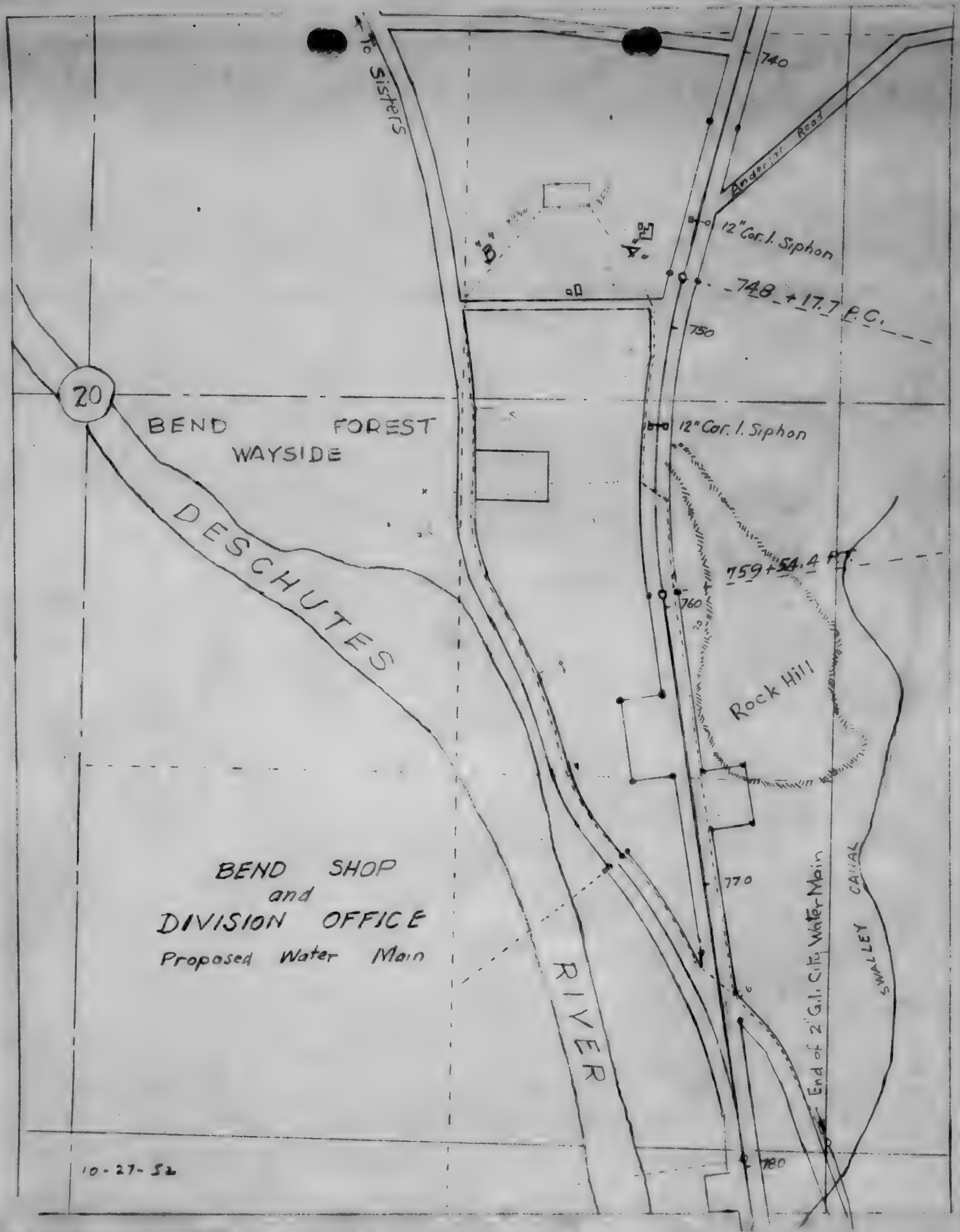
I. A. DeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db Encls.

cc-

cc- W. E. Chandler - Encls.



10-27-52

RECEIVED
OCT 17 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 17, 1952

SUBJECT: New Bend Highway Buildings

To: Mr. G. E. Paxson
Bridge Engineer
Office

Dear Sir:

Received your letter of October 13 suggesting study of a central heating plant at the above location. The two buildings authorized at present, include a shop building 80' x 160', and an office building about 60' x 160' in which will be located the Division Engineer, Maintenance Superintendent, Locating and Resident Engineers, Geologist, Right of Way, Permit, Police, P.U.C., and with a few rooms unassigned.

I understand the boiler planned for the shop building will be large enough to heat both buildings, and the steam line between need not be over 120' long if the boiler is located in or near the Northeast corner of the shop. Also, the boiler room is 20' x 20', so that another boiler could be installed later if required.

The site has rock humps where shooting will be required for underground pipe, but even so, for the short distance now planned, the central heating would be more economical. With space provided for an additional boiler, if and when, your plans are adequate and far sighted.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:dk
cc W. C. Williams
W. W. Stiffler

NOTED
W. W. STIFFLER

RECEIVED

FOR FILING

FORM E-30X 28M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1952

SUBJECT:

Bend Division Headquarters

To:

Mr. E. A. Collier
Maintenance Engineer
Office

Dear Sir:

In the development of new Division Headquarters at Bend we have already been authorized to prepare plans for a shop and for an office building. Undoubtedly other buildings will follow in the course of time, such as maintenance sheds. It would seem that considerable study should be made of the ultimate development at this point, so that our heating system may be properly planned. There are considerable economies which can be effected through the use of a central heating plant, and even though we do not put in all the boiler capacity for the ultimate development at this time, I believe we should reserve room in our building so that additional boiler capacity can be put in in the future. I would like to have your advice in this matter.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

cc W. C. Williams ✓

RECEIVED
FOR FILING

FORM E-50 28M 1-52 88419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

September 8, 1952

Bend
Div Office

SUBJECT:

To:

Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith space estimate for Division office as
per Mr. Stiffler's letter of August 29, 1952:

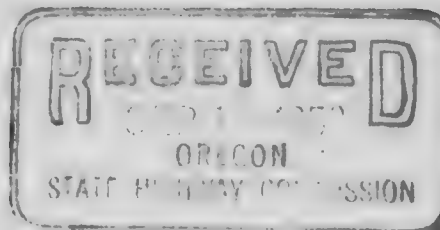
✓ Traffic Engineer	300 sq. ft.	200
✓ Parks Engineer	300	" - 200
✓ Geologist	300	" - 200
✓ Maintenance Supt.	400	" - 200 - 2 Rooms
✓ Bridge Engineer	400	" - 300
✓ 2 Resident Engineers	1200	" -
✓ Right of Way Dept.	500	" -
✓ Police	700	" - 550
✓ P. U. C.	350	" - 280
✓ Division Engineer	400	"
✓ Asst. Const. Engr	400	"
Asst. Maint. Engr	400	"
✓ Office Engineer	500	"
✓ Reception Room	500	"
Storage & Filing-Basement	Full Basement	
✓ 4 Rest Rooms	300 sq. ft.	
Total	6900 sq. ft.	

Very truly yours,

WM. E. CHANDLER
Division Engineer

WEC:me

cc: Mr. W. W. Stiffler
Mr. G. S. Paxson



7894
7633

RECEIVED
2
FOR FILING

Salem, Oregon
August 29, 1952

Mr. W. E. Chandler

The Highway Commission at its last meeting, August 18-19, approved the construction of a shop repair building at Bend; an open storage shed 48' x 120'; and a warehouse, sign and radio shop 48' x 80' (these latter two buildings may be combined in one, 48' x 200'); and the necessary state force construction of grading, surfacing, fencing, gas pumps, water system, et cetera. The Commission authorized us to include in next year's budget the cost of constructing an office building which, on the spur of the moment, was estimated by the Chief Engineer at \$50,000.

In order to intelligently estimate an amount necessary to build an office building, it is first necessary to make a tentative design which, of course, must be based on our requirements. Please furnish us at your earliest convenience the amount of space in square feet required for the various engineers for offices, for which the building should be designed.

The State Police advise that they now occupy 480 square feet, exclusive of storage, which will be adequate in the new building. They are now billed for 30 square feet of dead storage. This, however, should be increased to at least 60 square feet for the storage of impounded evidence in connection with arrests.

With the State Police occupying the same building or one wing of the same building, it is highly desirable by both the State Police and the Public Utilities Commissioner to have their representative near the State Police; therefore, you should include space for a representative of the Public Utilities Commissioner in the amount of approximately 250 square feet, consisting of two rooms or one moderately large room partitioned for occupancy by two persons, separated.

W. W. Stiffler

WWS:er

cc Mr. G. S. Paxson
Mr. I. A. De France

RECEIVED
AUG 1 1952

FOR FILING

Bend

July 31, 1952

Oregon State Highway Commission

Gentlemen:

We have an item in this year's budget in the amount of \$150,000 to construct a shop building at Bend. Everyone concerned feels we need the same-sized building at Bend that we recently constructed at Salem for \$175,000, for a building 80' x 160'. Mr. Faxon estimates the same building at Bend will cost \$250,000.

State force work on the grounds will cost \$50,000 for grading, surfacing and oiling 14,000 square yards, water system, fencing, gas pumps, tanks, et cetera.

In conjunction with the shop building, we should immediately construct another building about 40' x 200' which would be a combination open-front storage shed for equipment, warehouse, radio repair shop, and sign storage and shop, estimated to cost \$50,000.

The above will total \$350,000. Therefore, approval is requested to design the main shop building and call for bids in November at the estimated cost of \$205,000. In order to finance the balance required for the above development, we will include \$150,000 in the 1953 budget.

Very truly yours,

H. H. Baldock
State Highway Engineer

WWS:er RHB:hi
cc Mr. C. H. Maison

RECEIVED
FOR FILING

FORM E-30 28M 1-52 68419

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 25, 1952

Cross Referenced To:

Canal

SUBJECT: Extension of city water main to
serve New Bend Shop site.

To:

Mr. W. W. Stiffler
Ass't State Highway Engineer
Office

Dear Sir:

Herewith report from W. E. Chandler, as to comparative cost of extending city water main to serve our New Bend Shop site, consisting of a map and a letter from Wm. E. Chandler dated June 9, 1952, a letter from Robert H. Clark dated June 4, 1952 and a letter from H. S. Cox dated April 14, 1952 accompanied by his report of comparative costs.

This report is in response to your letter of April 19, 1951 to Mr. W. E. Chandler relative to the request of adjacent property owners to enter into a cooperative agreement relative to extending the city water main.

600' - 6" C.I. Pipe 4. Falls

Very truly yours,

I. A. DeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD/db
Enclosures

RECEIVED
JUN 27 1952

NOTED
W. W. STIFFLER

RECEIVED
FOR FILING
FORM E-90X 10M 9-40 14000

cc Mr. W. W. Stiffler ✓
cc Mr. E. A. Collier
cc Mr. J. W. DeSousa
cc Mr. C. W. Parker
cc Mr. W. E. Chandler
cc Mr. E. E. Johnston
cc Mr. R. W. Cosad

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1952

Cross Referenced To:

SUBJECT: Maintenance Site
North of Bend

To: Mr. Forrest Cooper
Right of Way Engineer

#16549
16550
16551

Dear Mr. Cooper:

I have just read a copy of Mr. Parker's letter to you of June 9, 1952, regarding the use of water supplied by the Deschutes Reclamation and Irrigation Company in connection with a maintenance site north of Bend.

From Mr. Parker's letter, it appears that we have the right to use this water, it being necessary that we acquire shares of stock in the Deschutes Reclamation and Irrigation Company, and that we have already acquired or are in the process of acquiring some shares.

Section 6, Article 11 of the Constitution of the State of Oregon reads as follows:

"The State shall not subscribe to or be interested in the stock of any company, association, or corporation."

It is my opinion that we are prohibited by this constitutional prohibition of acquiring shares of stock in the Deschutes Reclamation and Irrigation Company and that we should seek to secure the right to use water without the necessity of becoming a share holder.

I have discussed this matter with Mr. DeSousa and he is going to contact the attorney for the reclamation and irrigation company to attempt to work out an arrangement whereby we can transfer to the company the shares of stock that the State would otherwise acquire in its own name and, in consideration for such transfer, be granted the right to use water supplied by the company upon payment of the usual annual rate.

Very truly yours,

C. W. ENFIELD
Chief Counsel

CWE:amc

NOTED
W. W. STIFFLER

RECEIVED
FOR FILING
FORM 8-30-11-30-14701

Cross Referenced To:

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

June 9, 1952

SUBJECT:

To: Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

This is in answer to Mr. Stiffler's letter of April 19th, 1951, concerning City of Bend water for the shop site north of Bend, a copy of this letter was sent to you. I am also attaching two copies of map and estimate and analysis of project made by Resident Engineer H. S. Cox and Robert Clark, Division Office Engineer.

In this letter of April 19th I find the following in Paragraph 2: "Mr. Holliday states that the City of Bend will perform the construction on the cooperative project at cost. After the work is completed, service will be rendered by the City through regular billings based on meter readings, and the City will maintain the system."

I contacted the City Manager of Bend and he states that as far as he knows, such an arrangement has not been made and the only arrangement the City has made outside of the city limits with private water users is to furnish them water during the winter months, and they pay all the cost of building the system and maintaining it.

You will note that Route 'A' goes by the State Park and will, undoubtedly, be the preferred route, as Mr. Armstrong is quite anxious to get water on the park. He should probably be contacted.

Mr. Stiffler's letter mentions an 1½" water main, but we have used a 2" main as this is what the City had recommended. I also talked to the City Manager about fire protection, and he stated that with the 10,000 gallon storage that we now have at this site, that a direct connection to a 6" main for fire protection would not be necessary.

We also have available 25.5 acre feet of water on this shop site and all the right of way from The Dalles California Highway to Tumalo, this will be available for storage for irrigation on the site itself, and for fire protection. The city main would only furnish domestic water.

NOTED
W. W. STIFFLER

As far as I can determine, there would be very few water users, probably not over 1/2 dozen. I contacted Mr. Holliday a year ago and could not determine definitely how many permanent users there would be. However, Mr. Cady, Secretary of the Chamber of Commerce, asked me to advise him as soon as any definite arrangement has been made about building this water main.

I am attaching the water supply map as sent to me recently by Mr. Parker. If there is anything further required in the way of information on this, please advise and we will send it.

Very truly yours,

WM. E. CHANDLER
Division Engineer

WEC:me

Encls.

cc: Mr. W. W. Stiffler

RECEIVED

FOR FILING

FORM E-90 28M 3-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 9 1952

SUBJECT:

#16549
16550
16551

To: MR. FORREST COOPER
Right of Way Engineer
OFFICE

Maintenance Site
North of Bend

Dear Mr. Cooper:

The question has arisen again regarding the water bill on this site which water will ultimately be needed on this site. Therefore, on Tuesday, June 3rd, Mr. DeSouza and myself went to Bend. We talked with Mr. Truax, he being the Water Superintendent for The Deschutes Reclamation and Irrigation Company. We also talked with Mrs. Laura Wanser, who is the Secretary of the Company. Also, with Mr. Robert H. Foley, the attorney for the Reclamation and Irrigation Company, Mr. Foley being the partner with Mr. Dearmond, having an office in the U.S. National Bank Building at Bend. Mr. Foley stated that the irrigation laws would require the holders of water rights to pay the Reclamation and Irrigation Company assessments which at the present time amount to \$3.00 per share per year, it being necessary to have a share of stock for each share of water right.

On the North of Bend maintenance site there are 3.0 acres of water rights. Therefore, when the Bend-Tumalo Section of the McKenzie-Bend Highway was acquired it was thought desirable that we acquire the water rights on the land through which the road passed. This was following the suggestion of Mr. Stricklin after our visit to him in February, 1951. Mr. Stricklin's office has placed the right of way of the Bend-Tumalo Section on the McKenzie-Bend Highway on their map for Township 17 South, Range 12 East and they have found that the Highway Department is entitled to 22 1/2 acres of water rights. According to Mr. Stricklin, these can be transferred to the Highway Department for its use and convenience on the North of Bend maintenance site. The water should be changed from irrigation water to industrial water so that the same will not be lost for lack of use. This 22 1/2 acres, together with the 3.0 acres which the Department already owns on the North of Bend maintenance site, gives us 25 1/2 acres which amounts to approximately 190 gallon of water per minute. It will be necessary, however, for the Department to have additional shares of stock in The Deschutes Reclamation and Irrigation Company.

In talking with Mrs. Wanser, the Secretary, she was very cooperative and she advised me that she would endeavor to have the owners from whom we acquired land transfer the shares of stock to the Highway Department as the shares of stock are of no benefit to the former owner. I have also told her to mail this office a bill for the annual assessments of this stock and I believe so long as we are renting the buildings on the maintenance site we should pay the water assessment. When the buildings are removed and the property finally taken over by the Maintenance Department this expense should be

NOTED
W. W. STIFFLER

transferred to them. However, it will be a very nominal sum, - less than \$100 per year. Therefore, the bills which have been mailed to Mr. E.E. Johnston are to be disregarded as the Reclamation and Irrigation Company is going to mail us a new bill, corrected.

Attached to this letter is a photostat copy of Township 17 South, Range 12 East, upon which map has been superimposed the lines of the Bend-Tumalo Section of the McKenna-Bend Highway, the North of Bend maintenance site, outlined in red, and in the upper left-hand corner of the map a tabulation showing the irrigated lands, or area, which the Department acquired on this section and from which it is the intention of this office to have the water rights transferred to the North of Bend maintenance site.

Yours very truly,

C.W. Parker
C.W. PARKER
Property Manager

Encl
CWP/CK

✓ SEN. W. STIFFLER
C.W. ENFIELD
R.A. COLLIER
J.W. DESOUZA
W.E. CHANDLER
E.E. JOHNSTON
R.W. COLEAD
LAURA MONSER

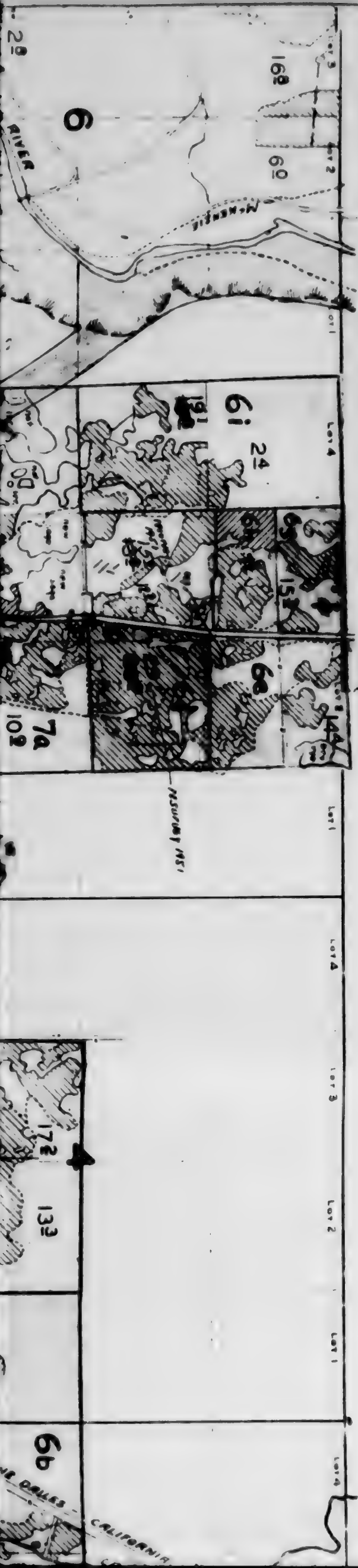
TOWNSHIP 17 SOUTH, RANGE 12 EAST, W.M.



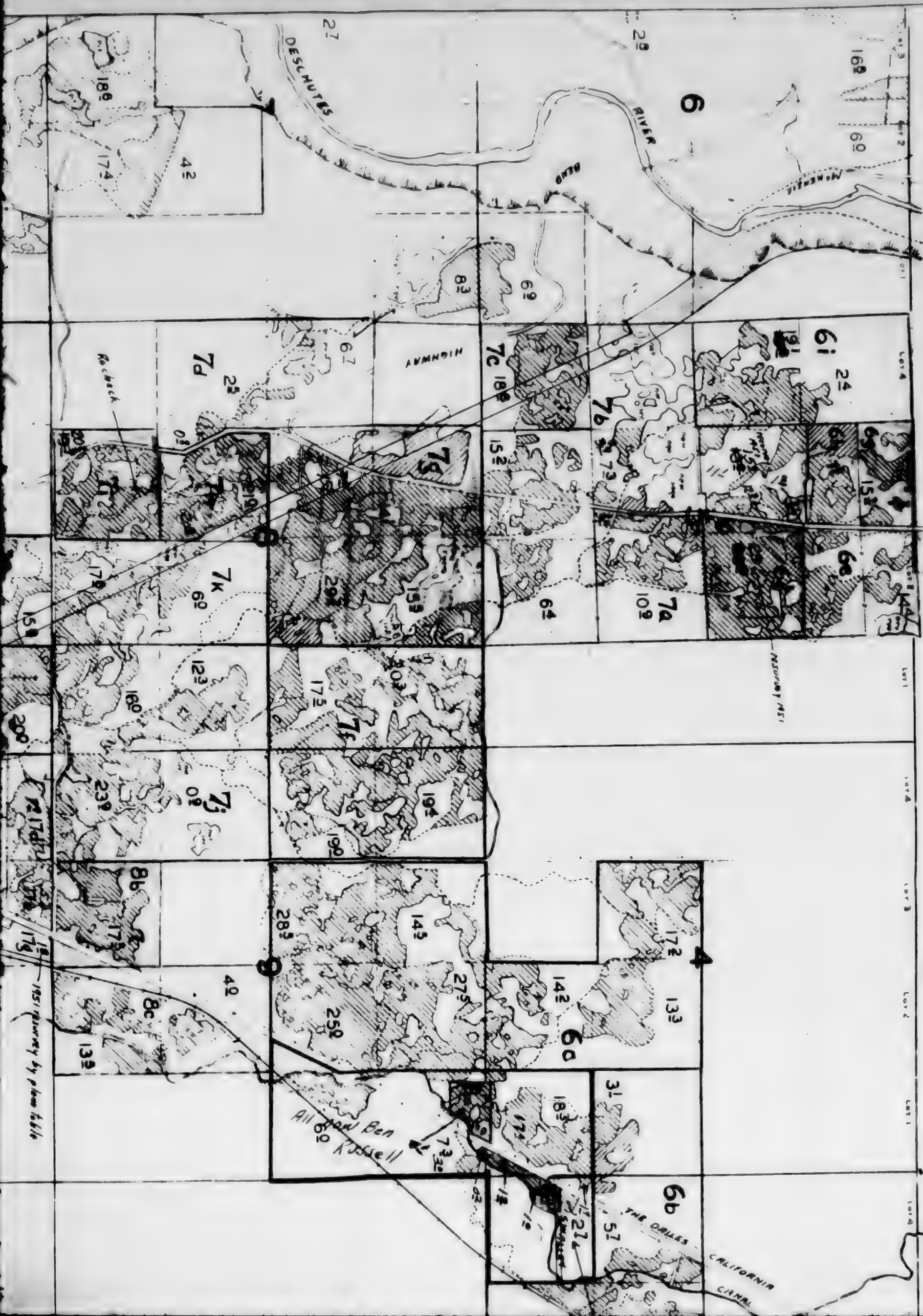
Tabulation of irrigated areas within 1/4 mile of
Bend-Tumalo Highway, planimetered from map.
Township 17 South, Range 12 East

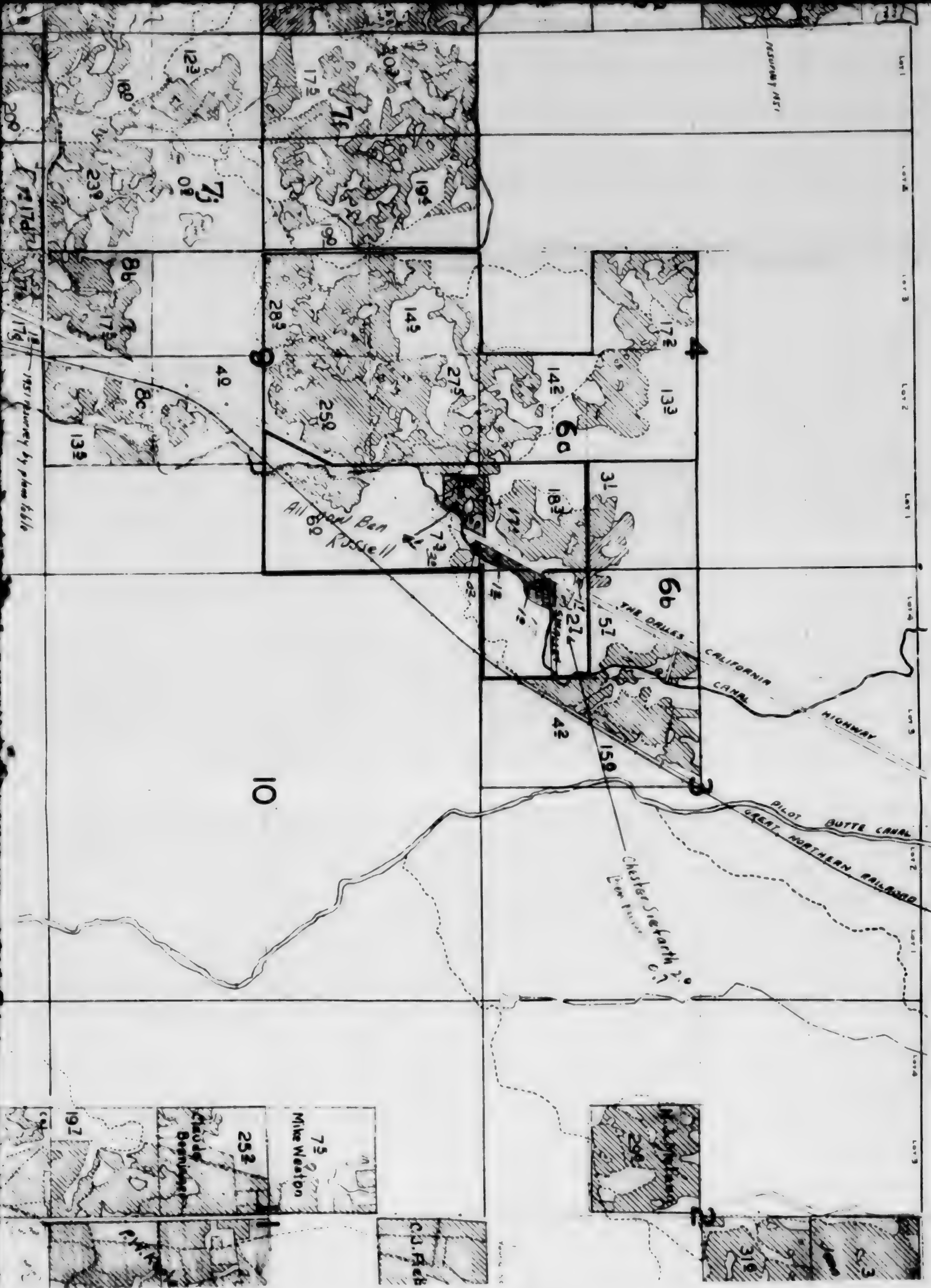
Section 5	SWSW	2.5 ac	7c-W. R. Gerking
8	SE1/4	1.0 ac	7g-M. Merg
	NESW	1.2 ac	7h-Glen Krlbs
	NWSE	0.8 ac	7k-L. A. Sweper
	SWSE	4.4 ac	7k- " "
17	NWNE	1.1 ac	9b-Kendall Franklin
	NENE	0.6 ac	9a-Raymond Gumpert
	SENE	4.2 ac	9a- " "
	NESE	1.3 ac	9i-C. C. Dyer
16	NWSW	0.3 ac	17i-Pawn Williams
	SWSW	1.1 ac	17i- " "
	SWSW	2.1 ac	8f-Fred Meyers
21	NWNW	1.4 ac	8f- " "
20	NENE	0.5 ac	
Total		22.5 ac	

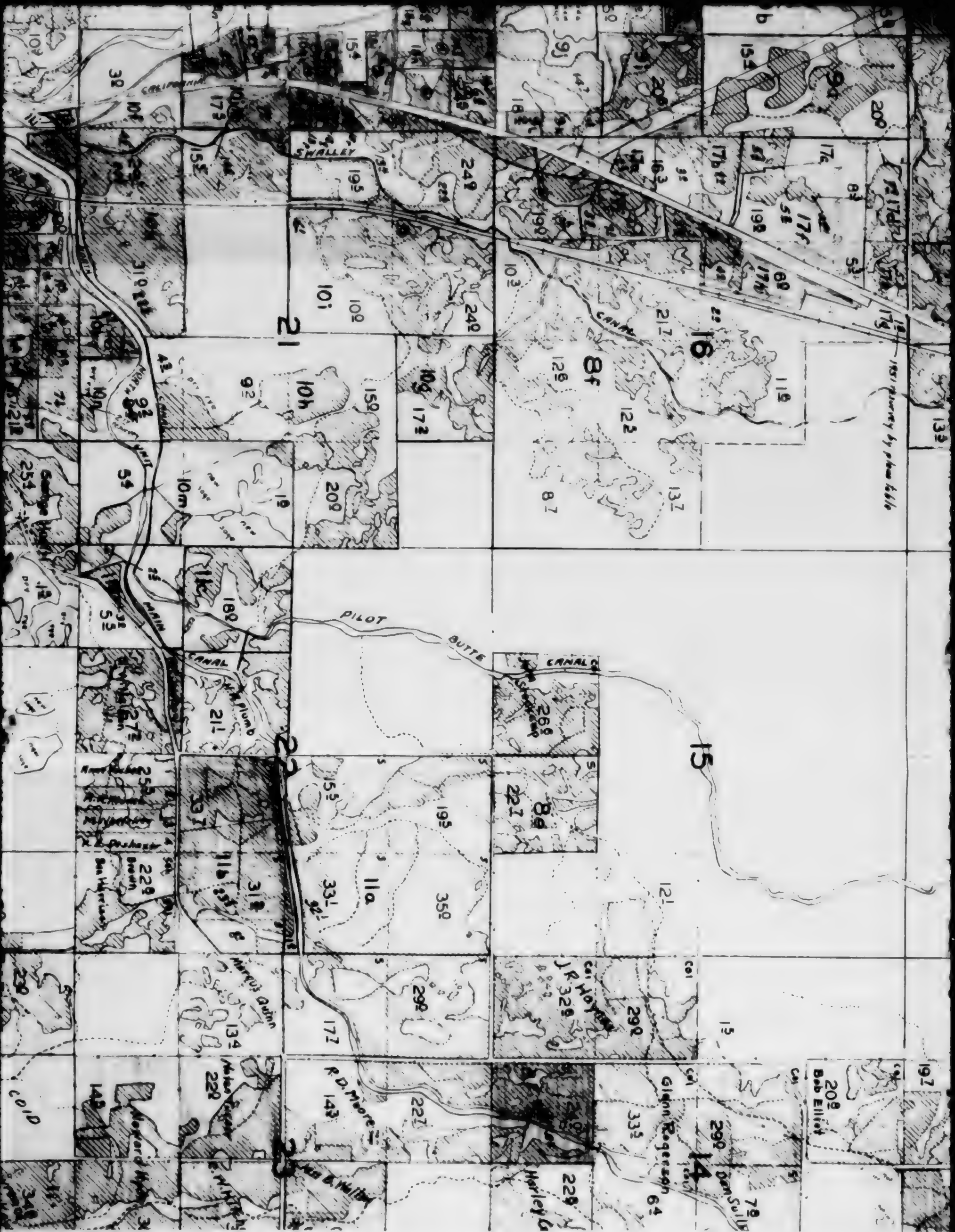
TOWNSHIP 17 SOUTH, RANGE 12 EAST

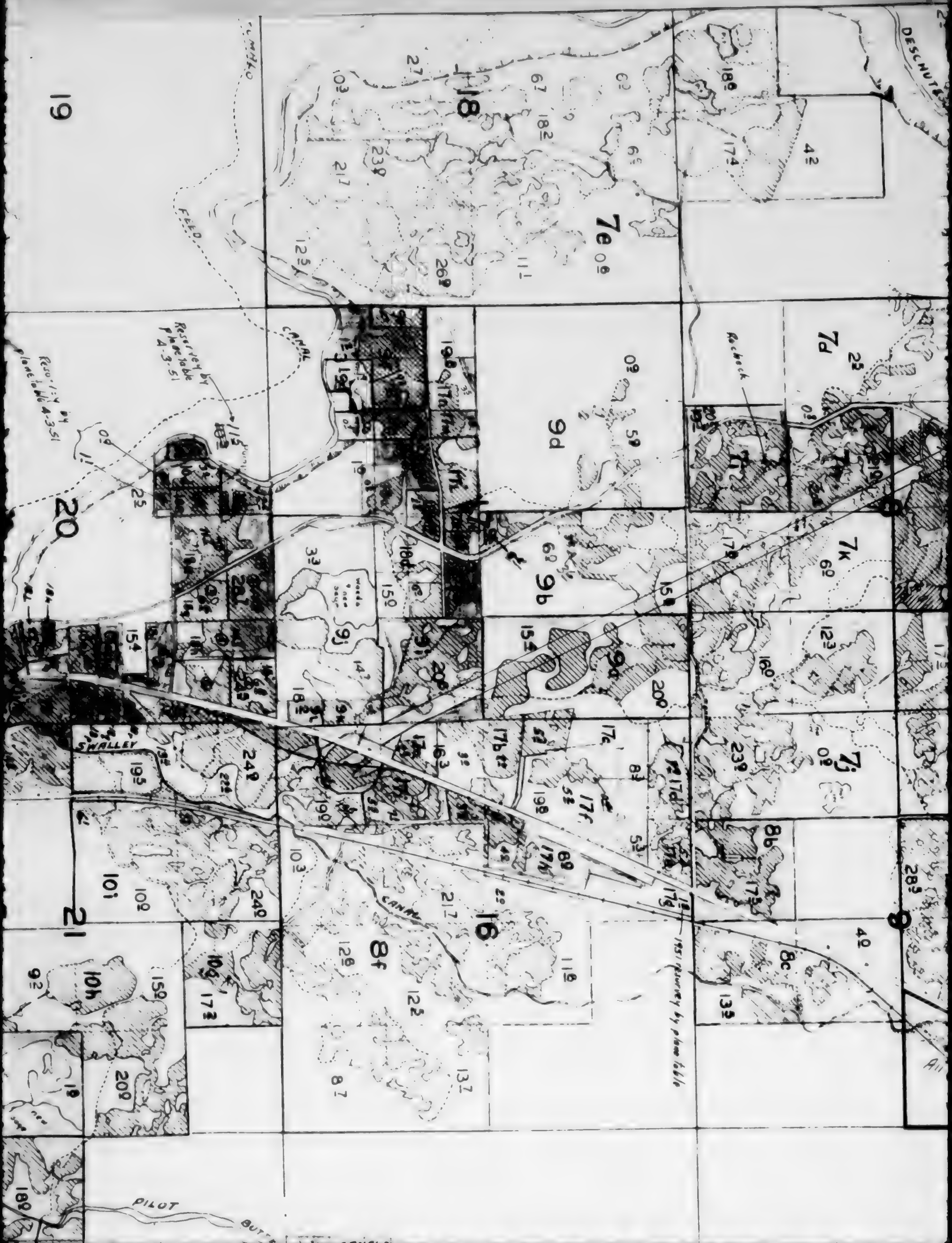


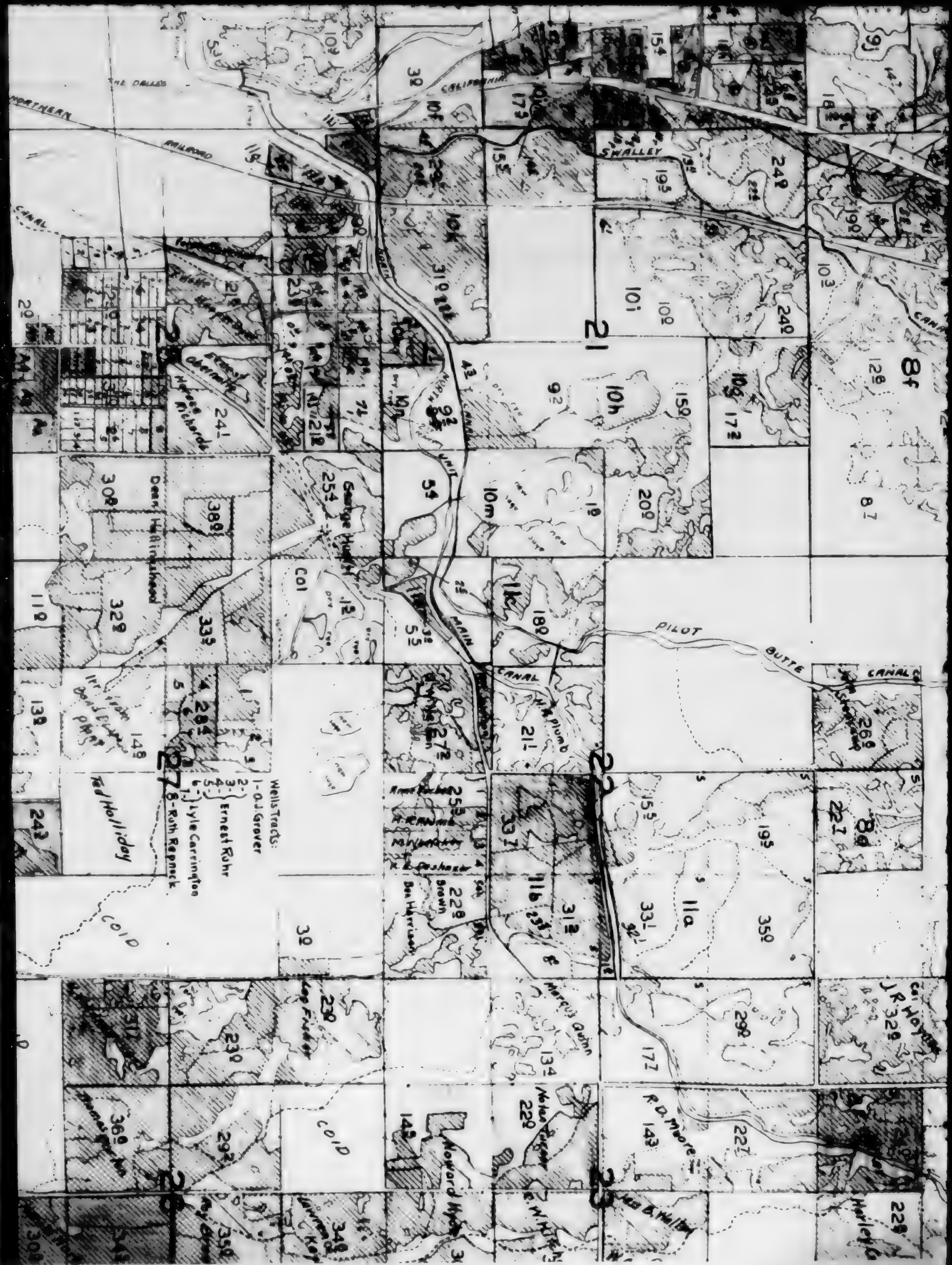
Total 22.5 ac











OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

June 4, 1957

SUBJECT:

To:

Mr. W. F. Chandler
Division Engineer
State Highway Office
Bend, Oregon

Dear Sir:

Herewith Estimate of Cost for various possible domestic water lines to the Shop Site north of Bend, also a report by Mr. Cox and supporting points of the various proposed lines.

In computing quantities for trench excavation, three feet cover has been allowed and due to the solid rock anticipated, have allowed an extra six inches below grade to be backfilled with a selected material before placing pipe for cushion. Selected backfill material has been computed on the basis of the aforementioned six inches of cushion and six inches over the pipe. All trenches two feet wide.

Investigation shows that in using the excavated rock material for backfill, care should be exercised for at least the next foot over the selected material and would recommend this be hand placed. Also the use of water in backfilling has been found to be quite advantageous.

Costs have been based on a 2 inch line serving the shop site and the state park as the City of Bend will provide only water for domestic purposes. Alternates B and C have been worked up on the basis of a 6 inch line in order to adequately serve our interests after the several turns to the lines along these routes.

The costs have been broken down as to States ~~cost~~ on the basis of a 2 inch line and the balance would have to be borne by the property owners desiring service as the City of Bend will ~~have~~ none of the expense on ~~an~~ extension outside the city limits.

Very truly yours,

W. F. Chandler
Division Engineer

By *Robert H. Clark*
ROBERT H. CLARK
Division Office Engineer

SHC:md

C
O
P
Y

FORM E-202 22M 6-51 20116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
April 14, 1952

SUBJECT: Investigation of water mains
for Shop Site north of Bend.

To:

Mr. W. E. Chandler
Division Engineer
Bend, Oregon

Dear Sir;

I wish to submit the following report on an investigation regarding water mains to the proposed Shop Site north of Bend.

The following prices on pipe were taken from Consolidated Supply Co. of Portland. These prices were as of January 1952, FOB Portland or Eugene, and are subject to change.

1½"	Galvanized Pipe	- \$ 33.20	per 100 ft.	- Weight per ft.	= 2.73 lb.
2"	"	- 44.46	" " "	" " "	= 3.68 lb.
4"	"	- 142.67	" " "	" " "	= 10.89 lb.
6"	"	- 245.30	" " "	" " "	= 19.18 lb.

Note-Pipe is threaded and comes with couplings.

Solid rock on all of the proposed routes to the site is so close to the surface of the ground that I would consider all excavation to be solid. In most cases the mains must follow very closely to the edge of the oil to take advantage of road bed profile grades.

The City of Bend recommends 3'-0" of cover over mains due to freezing weather, so both 4" and 6" mains are computed on a 3½' trench while the 2" main is computed on a 3'-0" trench. All trenches are 2'-0" wide.

A 2" main would hook up to the present city main at the SE Corner of Section 20 and would be routed via the McKenzie-Bend Highway. The length of such an installation to the southwest corner of the Shop Site would be approximately 3390 feet. This route would also serve the Apple Orchard State Park and would be adequate for drinking purposes only. Approximately 750 CY of excavation would be necessary for this installation. No alternate route is proposed for this main because of the servicing of the State Park.

C
O
P
Y

INVESTIGATION OF WATER MAINS FOR SHOP SITE - April 14, 1952
PAGE 2

A summary of both 4" and 6" mains follow:

4" Main via The Dalles-Calif. Hwy., west side	- 4900 ft. - 1270 CY Exc.
4" " " The Dalles-Calif. Hwy., east side	- 4940 ft. - 1281 CY Exc.
4" " " McKenzie-Bend Hwy.	- 4740 ft. - 1229 CY Exc.
6" " " McKenzie-Bend Hwy.	- 4980 ft. - 1291 CY Exc.
6" " " The Dalles-Calif. Hwy., west side	- 5140 ft. - 1333 CY Exc.
6" " " The Dalles-Calif. Hwy., east side	- 5280 ft. - 1369 CY Exc.

The 4" and 6" mains would hook up to the city line within the city limits on The Dalles-California Highway as indicated on the accompanying sketch. Please note that both of these mains must cross three irrigation canals, widths of which are as follows:

North Unit Canal-24' wide. Two concrete bridge bulkheads must be pierced.

North Canal-40' wide. Mains could be placed outside of bridge bulkheads, but some supports for mains over this span would have to be provided.

Swalley Canal-15' wide. Two rubble masonry bulkheads must be pierced.

Protection against freezing must be provided when crossing these canals. I would suggest that 18" or 24" CMP filled with insulation be used around the mains. If these mains are installed, guard fence adjacent to the North Unit Canal must be removed for pipe installation and then replaced. Mains must be placed along edge of present oil mat to take advantage of road bed profile and to clear the State scales at approximately Station 781 - The Dalles-California Highway.

The City Water Superintendent advises that a 4" main would be inadequate for fire protection. In view of the available irrigation water and a 10,000 gallon cistern already in place which could be expanded, I suggest that a study be made into the feasibility of a pumping system large enough for fire protection as well as irrigation. A system for sprinkling irrigation will eventually be necessary in any event as the City will furnish water only for domestic purposes.

Please note that any mains installed along the Dalles-California Highway will have to be tapped and an easement taken across private land for an additional main to serve the Apple Orchard State Park.

The origin and termination of the different mains, main sizes, and lengths are noted on the accompanying sketch.

Very truly yours,
/s/ H. S. Cox

H. S. Cox
Resident Engineer

PROPOSED WATER MAIN
SHOP SITE NORTH OF BEND
ESTIMATE OF COST

A - Using route along McKenzie-Bend Highway, using 2" line to serve Apple Orchard State Park and Highway Shops only. Cost to be borne by the State.

1.	3390 Lin. Ft. 2" Pipe in Place @ \$1.00	\$ 3,390.00
2.	879 Cu. Yds. Excavation @ \$6.00	5,274.00
3.	Selected Backfill, 251 C.Y. @ \$2.00	<u>502.00</u>
	Total	\$ 9,166.00

B - Using route on East side The Dalles-California Highway, using 6" main. States cost figured on basis of 2" line needed via this route. This route considered more favorable than west side of The Dalles-California Highway as there would be fewer pavement cuts for service connections.

1.	5280 Lin. Ft. 6" Pipe in Place @ \$5.10	\$26,928.00
2.	1564 Cu. Yd. Excavation @ \$6.00	9,384.00
3.	Selected Backfill, 391 C.Y. @ \$2.00	782.00
4.	Canal Crossings	<u>1,000.00</u>
	Total	\$38,094.00

States Cost

1.	3396 Lin. Ft. 2" Pipe @ \$1.00	\$3396.00
2.	880 C.Y. Excavation @ \$6.00	5280.00
3.	252 C.Y. Selected Backfill @ \$2.00	<u>504.00</u>
	Total Cost to State	<u>9,180.00</u>
	Balance	\$28,914.00

C - Using route on West side The Dalles-California Highway, using 6" main. States cost figured on basis of 2" line needed via this route.

1.	5140 Lin. Ft. 6" Pipe @ \$5.10	\$26,214.00
2.	1523 Cu. Yd. Excavation @ \$6.00	9,138.00
3.	381 Cu. Yd. Selected Backfill @ \$2.00	762.00
4.	Canal Crossings	<u>1,000.00</u>
	Total	\$37,114.00

States Cost

1.	3328 Lin. Ft. 2" Pipe @ \$1.00	\$3328.00
2.	863 C.Y. Excavation @ \$6.00	5178.00
3.	247 C.Y. Selected Backfill @ \$2.00	<u>494.00</u>
	Total Cost to State	<u>9,000.00</u>
	Balance	\$28,114.00

Using either route B or C will necessitate additional 2" pipe to serve the State Park. There are two alternates for this line. One crosses private property, necessitating an easement with water rights. The second is by crossing State property and back along the McKenzie-Bend Right of Way.

Cost of Alternate #1

1. 700 Lin. Ft. 2" Pipe @ \$1.00	\$ 700.00
2. 181 Cu. Yd. Excavation @ \$6.00	1,086.00
3. 52 Cu. Yd. Selected Backfill @ \$2.00	<u>104.00</u>
Total	\$1,890.00

Cost of Alternate #2

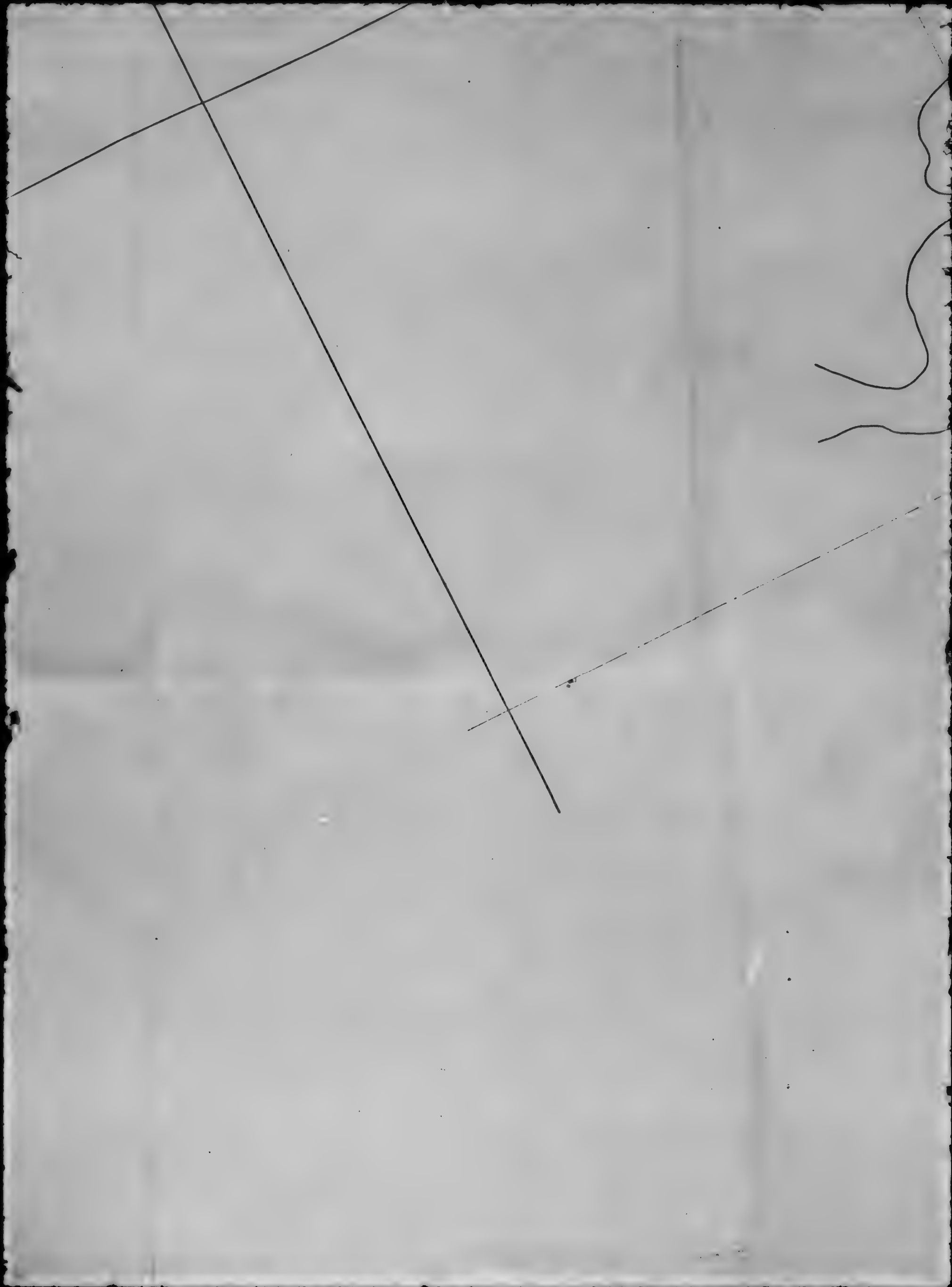
1. 1500 Lin. Ft. 2" Pipe @ \$1.00	\$1,500.00
2. 389 Cu. Yd. Excavation @ \$6.00	2,334.00
3. 111 Cu. Yd. Selected Backfill @ \$2.00	<u>222.00</u>
Total	\$4,056.00

Re-located line

REDMOND TO BEND

DRG. NO. 4B-4-1





DENVER



Equation in Mile posts
→ $138.118 = 141.000$

To Burns

No 141

End of 2" G.I. City Water Main
Assumed as
Highway 29.1
Slab Span

28

City Limits



BENZ

to MP 141

End of 2" G.I. City Water Main
Abandoned as
Side Highway
July 29, 1937
on Slab Span

NORTH UNIT
NORTH CANAL
V. 792 56.0
see 5B-31-18
4 1/2' Reducer
TWEET

CITY Limits

ENZIE - BEND
HIGHWAY

6" Pipe - 4140 Ft. to 4"x2" Reducer
6" Pipe - 4980 Ft. to 6"x4" Reducer
12" Pipe - 3390 Ft. to end of 2" G.I. City Water Main

Eli Pavich

Wilbur L. Sampels
Evelyn R. Sampels

Nels Anderson

12" Cor. 1. Siphon

12" Cor. 1. Siphon

748 + 17.7 P.C.

30' Rock

20

BEND
WAYSIDE
FOREST

"Minor Park"

Deed P. 54
IR-1-57

DESCHUTES

Easement for Scale
Misc. 5-143
Site G.R. Gohrke
IR-2-1261
From P. 9
768 + 14.8 P.C.

21

12" Cor. I. Siphon

Nels Anderson

710+00
150
150

Deed RW 1064

715+28.5 P.C.

8' Cor Slab Span (Cattle Pass)
12" " (over Flume)
717+26.1

137

Henkle & Miner Land Co.

18" Cor. I. P.

1° C.L.
Δ = 10° 14'
T = 513.1

722+00
Deed RW 1385

725+51.8 P.T.

21.0' to SBC Cor

Lillian M. Anderson

730

POLE LINE

S. 14° 05' W.

Nels Anderson

Route 8

12" Cor. I. Siphon

748+17.7 P.C.

HIGHWAY

4740 Ft. to 4" x 2" Reducer
4980 Ft. to 6" x 4" Reducer
4980 Ft. to end of 2" G.I. C.

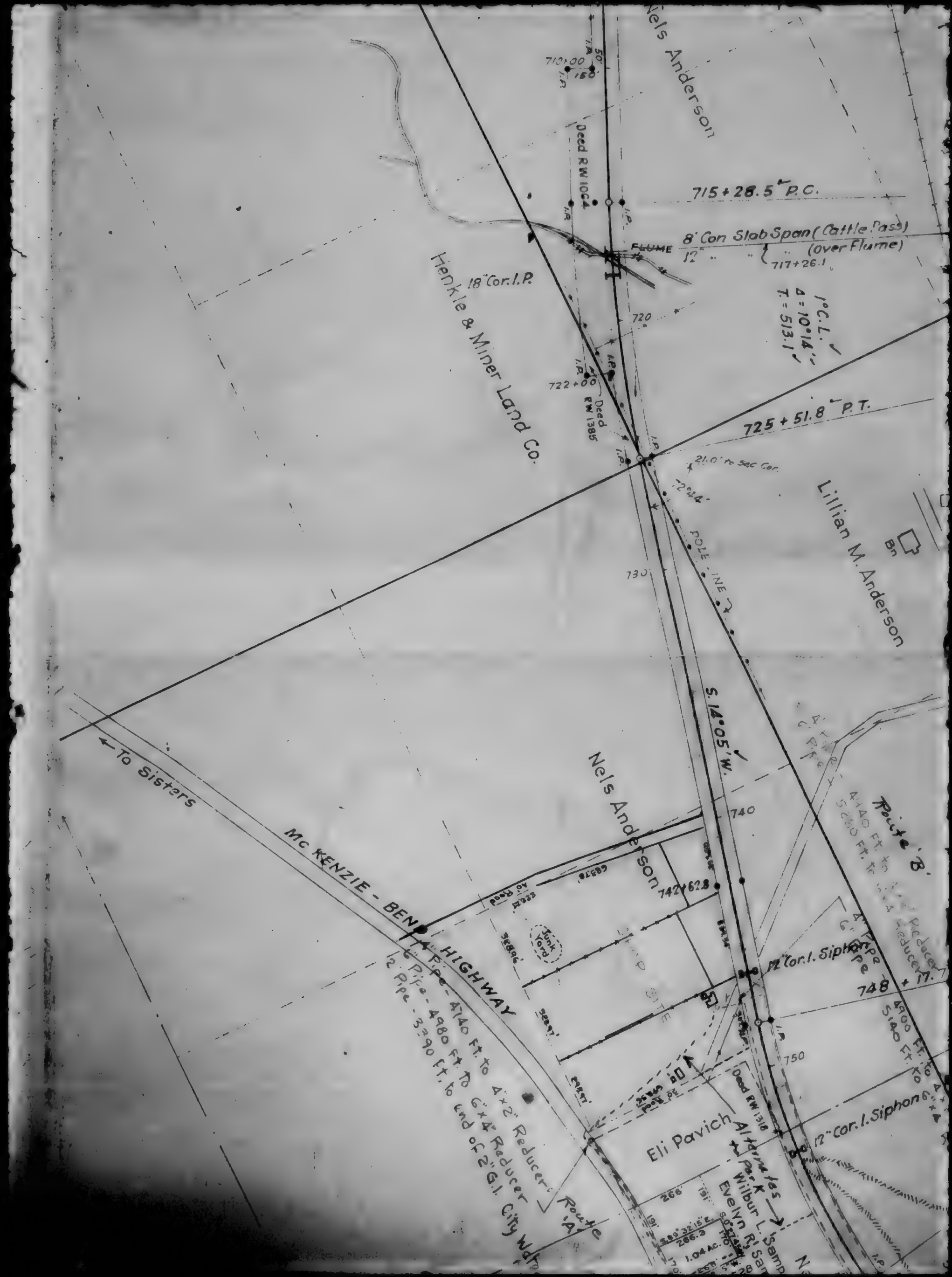
Eli Pavich
Alf
Wilbur
Evelyn

12" Cor. I. Siphon

Route C

2° C.L.
Δ = 22° 44'
T = 516.0

759+54.4 P.T.



Nels Anderson

715+28.5 P.C.

8' Cor Slab Span (Cattle Pass)
12' " (over Flume)
717+26.1

Henkle & Miner Land Co.
18" Cor. I. P.

1° C.L.
Δ = 10° 14'
T = 513.1

725+51.8 P.T.

Lillian M. Anderson
Bn

Nels Anderson

McKENZIE - BEN HIGHWAY

← To Sisters

12" Pipe - 4740 Ft. to 4" x 2" Reducer
12" Pipe - 4980 Ft. to 6" x 4" Reducer
12" Pipe - 3390 Ft. to end of 2" G.I. City Water

Eli Pavich

Alvin
Wilbur
Evelyn
L. Samp

Route 'B'
4740 Ft. to
5250 Ft. to

6" x 4" Reducer
748 + 17

12" Cor. I. Siphon
6" x 4" Reducer

1.04 AC.
266.3
266.3
266.3



RECEIVED
APR 20 1951
FOR FILING

Count
1/10
1/10
1/10
CROSS REFERRED TO:

Salem, Oregon
April 19, 1951

Mr. W. E. Chandler

Yesterday, I was called into a conference between Mr. Baldock and Ted Holliday, a member of the Holliday Realty Company of Bend, Oregon, during which Mr. Holliday was representing several individuals or businesses located adjacent or tributary to The Dalles-California Highway, between the north city limits of Bend and our division headquarters building site near the junction of the new route of the McKenzie-Bend Highway with US97.

Mr. Holliday contends that the people he represents are willing and desirous to enter into a joint venture with the State Highway Commission for the construction of a 6-inch water main as an extension from the City of Bend system to serve our building site as well as the private interests. Mr. Holliday states that the City of Bend will perform the construction on the cooperative project at cost. After the work is completed, service will be rendered by the City through regular billings based on meter readings, and the City will maintain the system.

Please contact the proper representatives of the City to confirm or verify the above statements. After contacting the City, please contact Mr. Holliday to determine the number of parties involved in the cooperative project to determine the estimated cost of the State's portion.

An analysis should also be made with your recommendations, through Mr. Collier, as to the comparative cost to the State of participating in the above project versus the construction by ourselves of a 12-inch water main from the city system to serve our property.

The persons represented by Mr. Holliday are anxious to effect the construction this year. Therefore, as we do not have funds in our current budget for the improvement or the extension of the new Bend building site, it will be necessary to refer the subject to the Commission.

W. W. Stiffler

WWS:er

cc Mr. E. A. Collier

ARMCO DRAINAGE & METAL PRODUCTS, INC.

SUCCESSOR TO
OREGON CULVERT AND PIPE COMPANY

2321 S. E. GLADSTONE STREET



PORTLAND 2, OREGON

April 19, 1951

Mr. R. H. Baldock
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

In reply to your inquiry for prices on $1\frac{1}{2}$ " galvanized water pipe and 6" steel water pipe, I wish to submit the following:

The best price I've been able to obtain in the open market on $1\frac{1}{2}$ " galvanized water pipe in 2500 ft. quantities is 47¢ per foot. We do not manufacture this pipe. The smallest diameter we have to offer is the 4" diameter.

The price of 6" OD 12 ga. dipped and wrapped spiral-weld water pipe (suited for water works) in 40' lengths, complete with one dresser coupling for each 40' length, is \$1.13 per ft. FOB Salem, Oregon.

According to our way of figuring it should not take over three days for a crew of three men to assemble and lay this pipe in a trench. All the pipe should be assembled above ground just as the $1\frac{1}{2}$ " dia. gal. screw pipe would be handled. It is my judgement that it would require about the same time in man hours to assemble the $1\frac{1}{2}$ " dia. galvanized pipe.

Recent bid prices on trenching for municipal water pipe installations have been going at a rate of about 15¢ per lineal foot for good digging conditions. This is based upon machine trenching and on several thousand feet of work. In the case of only 2500' the price may be more nearly 25¢ or 30¢ per foot. This should include back-filling the trench. Based upon the above, I would estimate the additional cost to install the 6" instead of the $1\frac{1}{2}$ " pipe would be approximately 75¢ per foot.

You should perhaps take into account the fact that $1\frac{1}{2}$ " pipe or any galvanized pipe is hard to get. Furthermore, 6" steel water pipe such as I have quoted above could not be delivered until about the last quarter of 1951 if the order were placed now.

Very truly yours

Geo M Schwarz
Geo. M. Schwarz

ARMCO DRAINAGE & METAL PRODUCTS, INC.

*Stuffer,
Please
see me*

NOTED
W. W. STUFFER

Holliday
REALTY
REALTORS

1030 Bond St.



Bend, Oregon

Ted Holliday

Dorothy Holliday

1 1/2" = 8 1/5
6" = 8 2 50
Installed

2600
1.35

810
270

1110



● REAL ESTATE

● GENERAL INSURANCE

● MORTGAGE LOANS

PHONES

BUSINESS
1445-M

RESIDENCE
358-W

For Complete Service on
All

Realty and Insurance Transactions

- "DON'T DELAY - SEE HOLLIDAY"

YVONNE
7 1/2" = 8 1/5
6" = 2 50
1115 11100

2600
1.35
810

551
11100000

RECEIVED
FEB 28 1951
FOR FILING

February 27, 1951

\$16549
16550
16551

MEMORANDUM:

Maintenance Site
North of Bend

I received a letter from Mr. Conrad requesting the status of the shares of stock and the water rights on the new shop site. I today discussed these water rights with Mr. Chas. E. Stricklin, State Engineer, and Mr. Leonard Truax, Water Superintendent of The Deschutes Reclamation and Irrigation Company, whose address is Route 2, Box 67, Bend, Oregon. His residence for information purposes is in Tumalo.

1. They both advise that it is necessary to have a share of stock for each acre of water right required or used.
2. They also state that these shares of stock should and have always passed with the land.
3. We received an assignment of three shares of the above reclamation district from Mr. Chas. White with his land. Also, should have been given one share of stock which according to the reclamation records is still in the name of Mrs. George Hoover. This share should be transferred to the department.
4. On the Ivan D. Farr property, according to the records, has seven shares of stock and if this is true should be transferred to the department without additional cost.
5. On the Sampels property one share of stock is shown in the name of Mervin C. Sampels. This should be transferred to the department.

As to the water rights on this approximately 20 acres of ground the State only have three acres of adjudicated water and an acre of water right in this district amounts to 7 1/2 gallons per minute.

Both Mr. Stricklin and Mr. Truax state that where a warranty deed to property is given that a water right on the property passes with the land and this being true they suggested that on our new alignment of the relocated Tumalo-Bend Section that we take with our deed the water right and in this manner would have sufficient water for any purpose that the Department may need in the future development of this site, and that after the right of way has been purchased that we would then ask the State Engineer to transfer these water rights from agricultural use to industrial use, so that we may have such water as may be needed.

Mr. Truax stated that the water district have some water rights in the name of the district which can be sold, it being necessary to have one share of stock

NOTED
W. W. STIFFLER

for each acre of water right required and I asked him if we would be able to purchase these from the district if it were necessary and he stated that the district were not selling water rights but that they would sell them to the State.

From November to April the only means of getting water to this land is by the water district running water through the ditch for three or four days per month, providing the weather is all right, and in the discussion it seemed that it would be desirable for the Department to pump its water from the river which would be less than 1500 feet from the southwest corner of the property. In doing this of course the department would have to have the water right for the amount of water it pumped and a special arrangement would be made with the district regarding the question of stock as stated above.

I suggested to Mr. Truax that it might be desirable for the Division Office to contact Mr. Truax and ascertain exactly how much water we would receive and be permitted to transfer if we took the water acquired in the right of way and transferred it to this site. Mr. Truax has stated that he would be happy to cooperate.

CWP/GK

C.W.PARKER
Property Manager

cc W E Chandler
cc R W Coxed

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1950

FOR FILING

FORM K-30 25M 8-50 42258

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 25, 1950

SUBJECT: Proposed Shop Site - Near Bend

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

Dear Sir:

You asked about the water supply for the Division Office and Shop Site proposed by Wm. Chandler, 1 3/4 miles northwest from Bend.

Mr. Chandler advised that water cannot be obtained from wells; it would be necessary to lay pipe out from Bend. City Limits ~~1 1/2~~ ^{3/4} miles. 3000

Power and telephone lines are available at this site.

I have recommended against a new repair shop at Bend as uneconomical, and submitted figures in support of this recommendation. We are now nearly doubling the repair shop floor area at La Grande, so the plan to repair some equipment from Division 5 at Bend is unnecessary.

However, should the Commission decide to build repair shop at Bend, consideration should be given to a site we now own, just west of Pilot Butte, in the eastern edge of Bend. There is ample area, and development costs would be less than for proposed site northwest of Bend.

The present location of the Division and Police Office is very convenient for the public and for our employees. Additional office space could be obtained by adding a second story, when needed.

Very truly yours,

E. A. Collier

E. A. Collier
Maintenance Engineer

EAC:IH

NOTED
W. W. STIFFLER

RECEIVED
SEP 15 1950
FOR FILING

Salem, Oregon
September 13, 1950

Mr. W. C. Williams

Check to see if they have the options
on the property for the new Bend division office
and shops.

R. H. Baldock

RHB:hi

RECEIVED
SEP 19 1950
FOR FILING

FORM E-30 25M 6-49 32008

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 13, 1950

SUBJECT:

To: Mr. W. C. Williams

~~RECEIVED~~
~~Mr. W. C. Williams~~

REFERRED TO

~~Baldock~~
~~Mr. H. H. Baldock~~

all options (7)
obtained.
WCW.

Check to see if they have the options
on the property for the new Bend division office
and shops.

NOTED
State Highway Engineer

R. H. Baldock

RHB:hi

AVE.
E.
ST.
BOULEVARD
ST.
ST.

Quarry Site
(See Drg. No. 1R-1-660)
Deed Q 203

Bend City

"Official Park"
PILOT BUTTE
(See Drg. No. 1R-1-29)
2-24" pipes Deed P-147

Pilot Butte

SPARK
Summit Elev. 4140 ft.

ELEVENTH

TWELFTH

1+32.7 P.O.S.
1+00 P.C.
4+84.9 P.T.
4 65°00'
T. 260.7

S 25°00' E.

7+91.2 P.C.

Δ 126°59'
T. 229.1

12+40.9 P.C.C.

3°30' C.L.
Δ 32°47'
T. 481.6

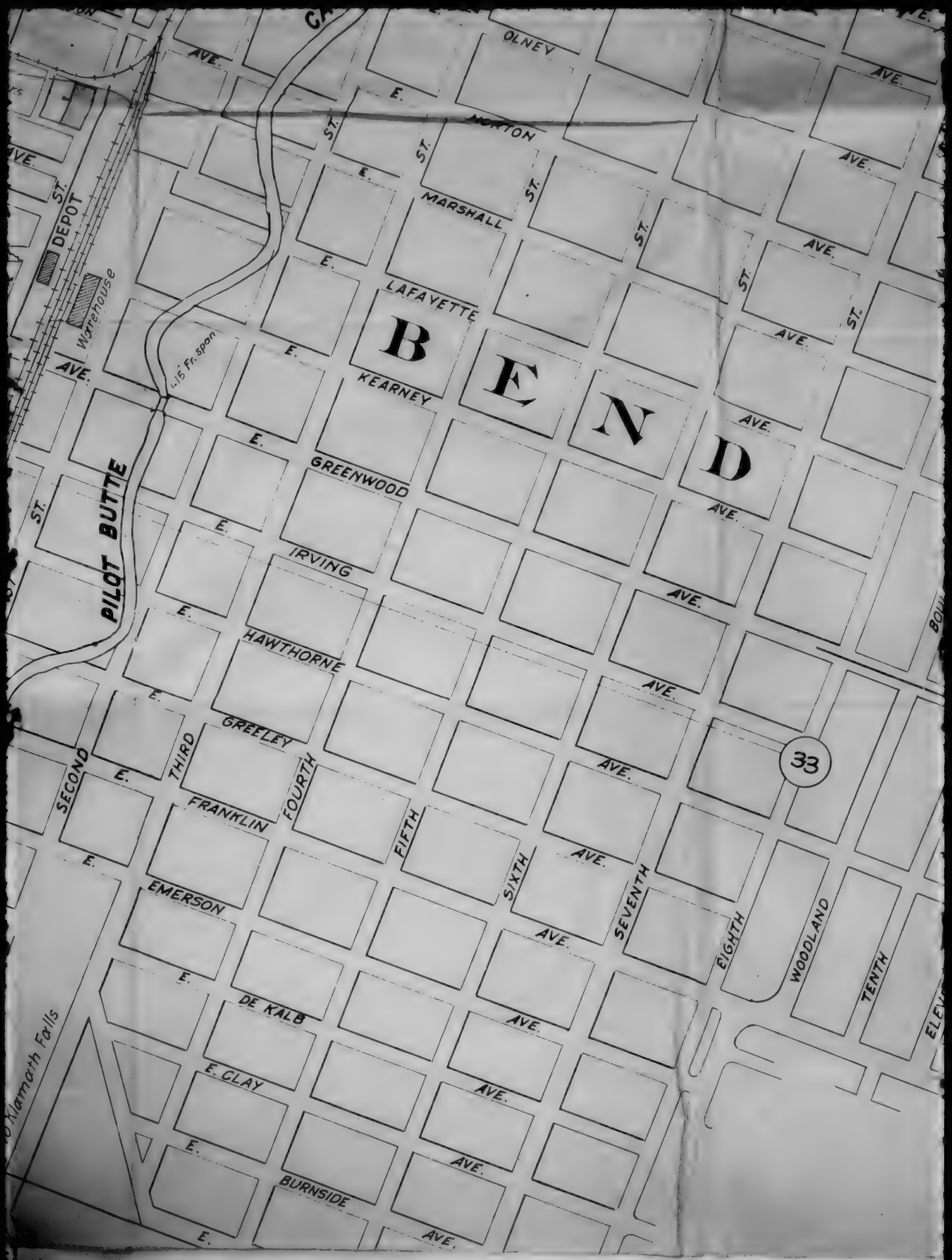
21+77.6 P.T.
22+18.7

Max Grade 9.5%

Gun Club
Traps

S 84°46' E.

TION



B

E

N

D

PILOT BUTTE

33

Klamath Falls

DEPOT

Warehouse

15' Fr. span

LAFAYETTE

KEARNEY

GREENWOOD

IRVING

HAWTHORNE

GREELEY

FRANKLIN

EMERSON

DE KALB

E. CLAY

BURNSIDE

OLNEY

MARSHALL

NORTON

WOODLAND

TENTH

ELEVENTH

BOWLING

SECOND

THIRD

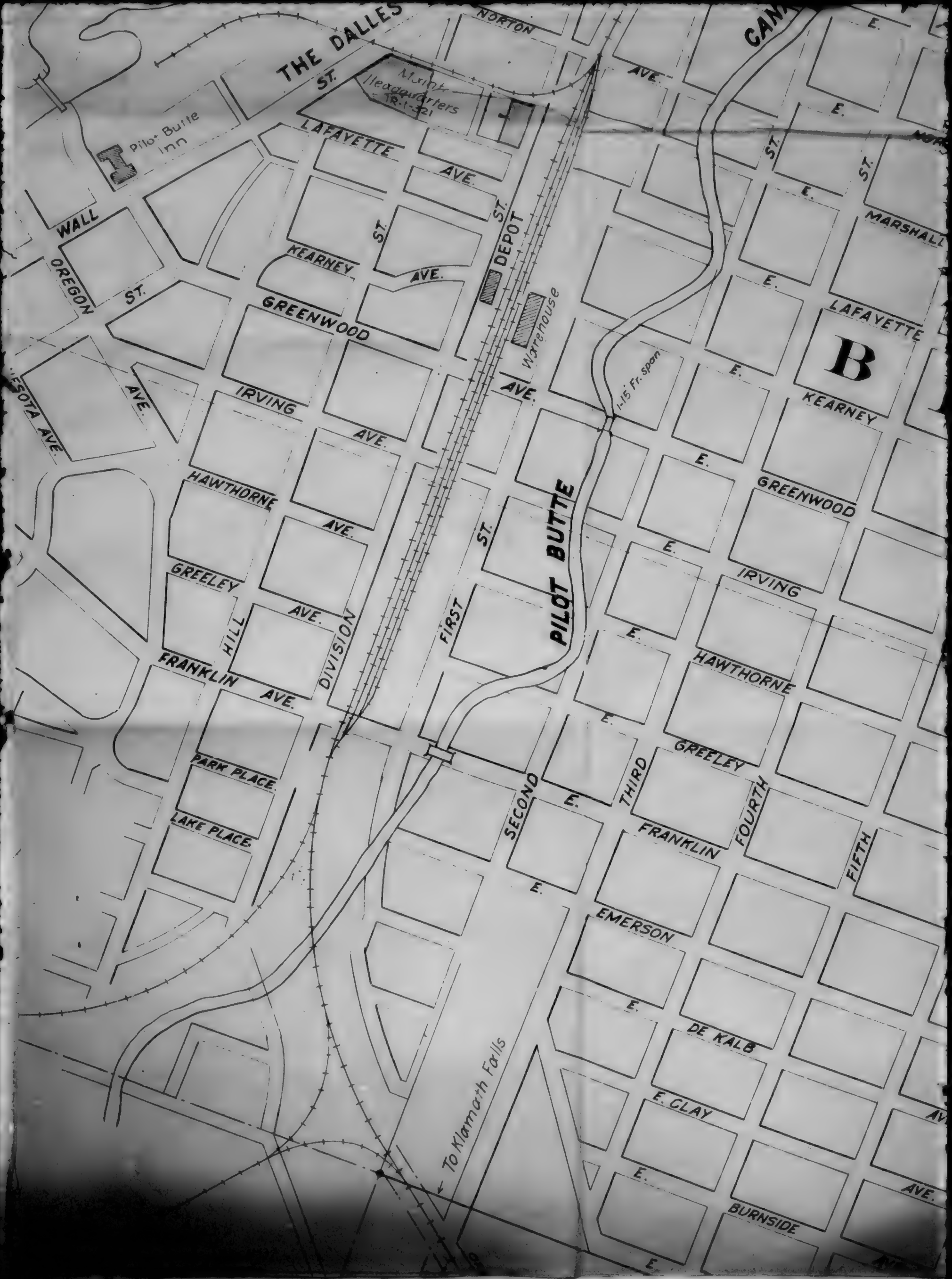
FOURTH

FIFTH

SIXTH

SEVENTH

EIGHTH



29



DESCHUTES

RIV.

THE DALLES

CALIFORNIA

Pilot Butte Inn

Main Headquarters
R-1-321

LAFAYETTE

AVE.

ST. DEPOT

KEARNEY

HILL

HIGHWAY

OLNEY

NORTON

AVE.

AVE.

CANAL

LYTLE

The Dalles
ST.

FIRST

ST.

ST.

E.

E.

E.

E.

E.

NOR

ST.

MARSHALL

WALL



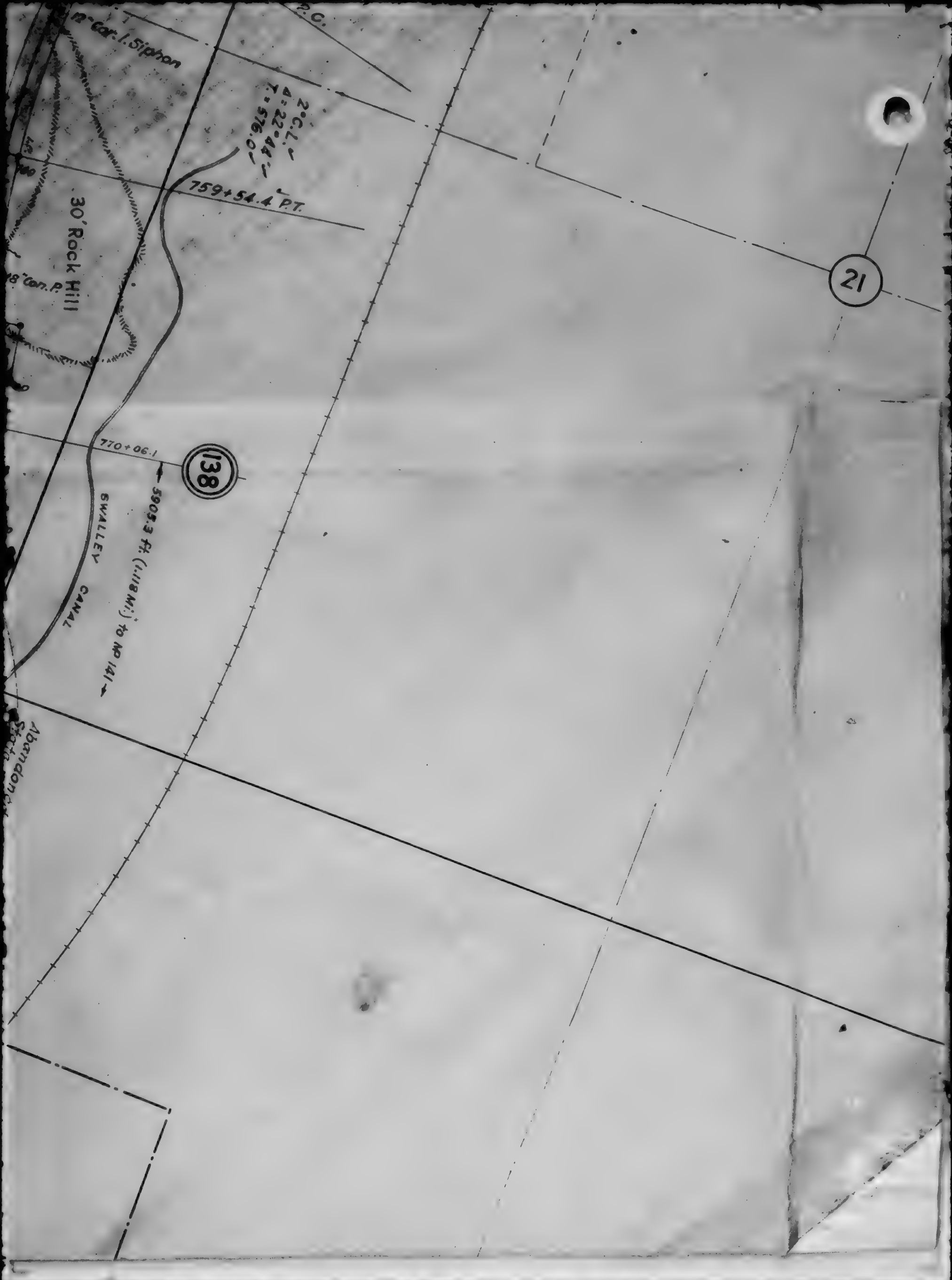
City Limits

28

AVE.

AVE.

AVE.



Neis Anderson
L. Sampels &
7 R. Sampels

SIDE FOREST
18-1-87
d.p. 84

DESCHUTES

Loganmont for 800 ft
Site from G.R. 1750.5-143
Dug. 18-2-1861

Chas. Boyd
22-30-64
29-08
28-05
15-572.4

Abandoned as
State Highway
Res. July 29, 1937

4° C. R.
4:26-59
T: 343.7
74 20-08
75 44.5

SE 58-31-18

TWEET
YALE AVE.
PL.
KERRIES

29

AVE

20

BEND HIGHWAY

Eli Pavich

BEND

U.S.

"Minor Park"

Deed P. 54

WAYSIDE FOREST

Wilbur L. Sampels & Evelyn R. Sampels
Nels Anderson

30' Rock Hill

18' Con. P.

PESCHUTES

Equipment for Scale
Site From G.R. Gohrke et al
Dng. IR-2-1261

Chas. Boyd
2-30' C.L.
29' 00"
28' 59"
15' 572.4

763+00
200
766+00
770
5.8' 39" E
773+63.0
774+80.0

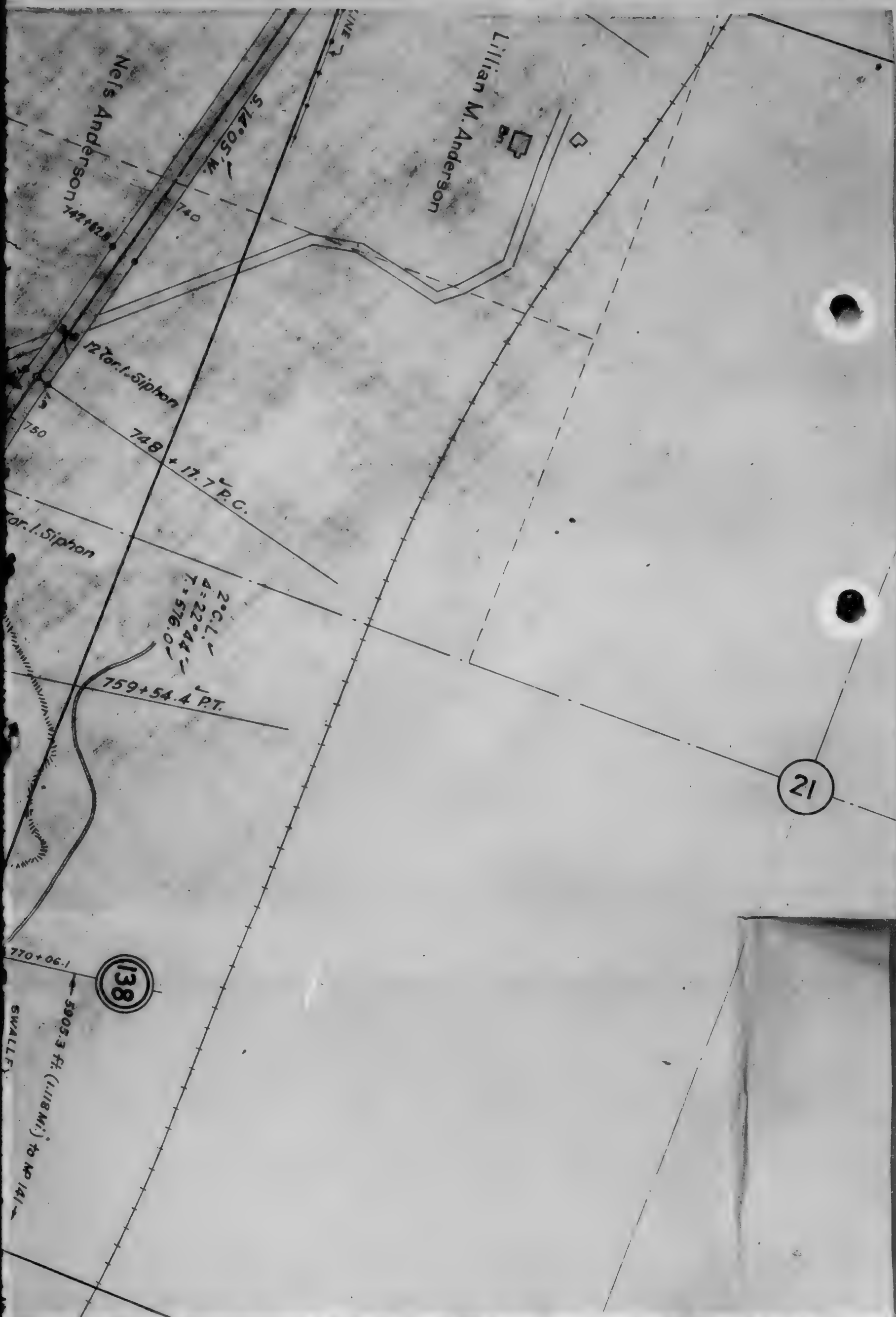
SWALLEY CANAL

Abandon
State Hig
Res. July

782+32.8 P.S.
783+43.6 P.G.

4° C. R.
Δ: 26.59
T: 343.7
4° 30' C.R.
74 26.86
15 45.5





RECEIVED
JUL 17 1950
FOR FILING

<i>Direct</i>
<i>Bend, Ore.</i>

Salem, Oregon
July 17, 1950

Mr. M. H. Hawke

Herewith my file intact which shows a wide variation between the recommendations of the Bend Division Office and Mr. Collier for the operation of an equipment repair shop at Bend.

Please study Mr. Collier's assumptions and calculations and favor us with your findings or opinion.

You will note that Mr. Collier does not assign any weight or value to the time lost or work deferred, postponed, or possibly never completed due to the length of time equipment is out of service pending repairs at Salem, Klamath Falls, or La Grande.

W. W. Stiffler

WWS:er

Encl.

10-30-51

*Mr Hawke says investigation of financial analysis
dropped after talking to Mr Stiffler at a Commission meeting.*

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 4, 1950

SUBJECT: Proposed Repair Shop at Bend

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

We have made a careful analysis of the cost to operate a proposed repair shop at Bend in addition to our present four shops. Mr. Wm. Chandler has urged this new shop for two years to save haul distance and time.

There are 29 section maintenance quarters that would be closer to Bend than to existing repair shops, and Chandler has figured a saving of \$24,532.25. However, several errors are apparent and the actual saving now figures \$7312.14. This covers saving in gas and oil, rent of equipment, truck drivers, time and expenses and resident engineer trips. Attached hereto you will find his computation of savings with corrections made in this office shown.

Herewith report on operation of four shops for 1949 compared with estimated costs for operation of five shops. General expense or overhead at Bend has been estimated about the same as at Klamath Falls. This includes pay for shop foreman, clerks and rent which covers watchmen, heat, light, building repairs and depreciation.

There is attached also map showing layout of buildings proposed by Mr. Chandler. They provide 37,200 square feet of enclosed shops and 16,000 square feet open storage. At \$4 per foot for enclosed shop and \$1 per foot for open storage, the cost for the building is \$164,000. To this should be added \$16,000 for cost of seven acres, grading, clearing, fencing and paving and some grass and shrubs. Shop equipment is estimated at \$40,000, which will bring cost for Bend shop up to \$220,000. Depreciation at 2½ percent on buildings has been used in figuring rent chargeable to general expense.

The Bend shop would reduce time of making repairs for this area but would increase cost of making repairs for the whole state by \$20,880 per year and would tie up \$220,000 of highway funds in buildings. We recommend against construction of a new Bend Shops.

Very truly yours,

E. A. Collier
E. A. Collier
Maintenance Engineer

EAC:AE
Enc. 3
cc

OREGON STATE HIGHWAY COMMISSION
Maintenance Department
Salem, Oregon

Repair Shop Operation

Costs for 1949
For Present 4 Repair Shops

Estimated Costs
For Proposed 5 Shops

Location	Equipment Units	Cost Labor	Cost Materials	General Expense	Total Cost	Equipment Units	Cost Labor	Cost Materials	General Expense	Total Cost
Salem	1530	\$182,569	\$301,103	\$70,452	\$554,124	1256	\$150,000	\$248,000	\$69,300	\$467,300
Seaside	220	20,790	31,840	11,776	64,406	220	20,800	31,800	11,700	64,300
Klamath Falls	457	58,161	115,054	29,119	202,334	362	46,000	91,000	28,800	165,800
La Grande	593	89,694	157,797	39,051	286,542	527	80,000	141,000	38,800	259,800
Bend	0	0	0	0	0	435	54,400	94,000	30,000	178,400
Total	2800	\$351,214	\$605,794	\$150,398	\$1,107,406	2800	\$351,200	\$605,800	\$178,600	\$1,135,600

Cost of operating 5 shops \$1,135,600
Cost of doing same work in 4 shops 1,107,406
Increased cost \$28,194

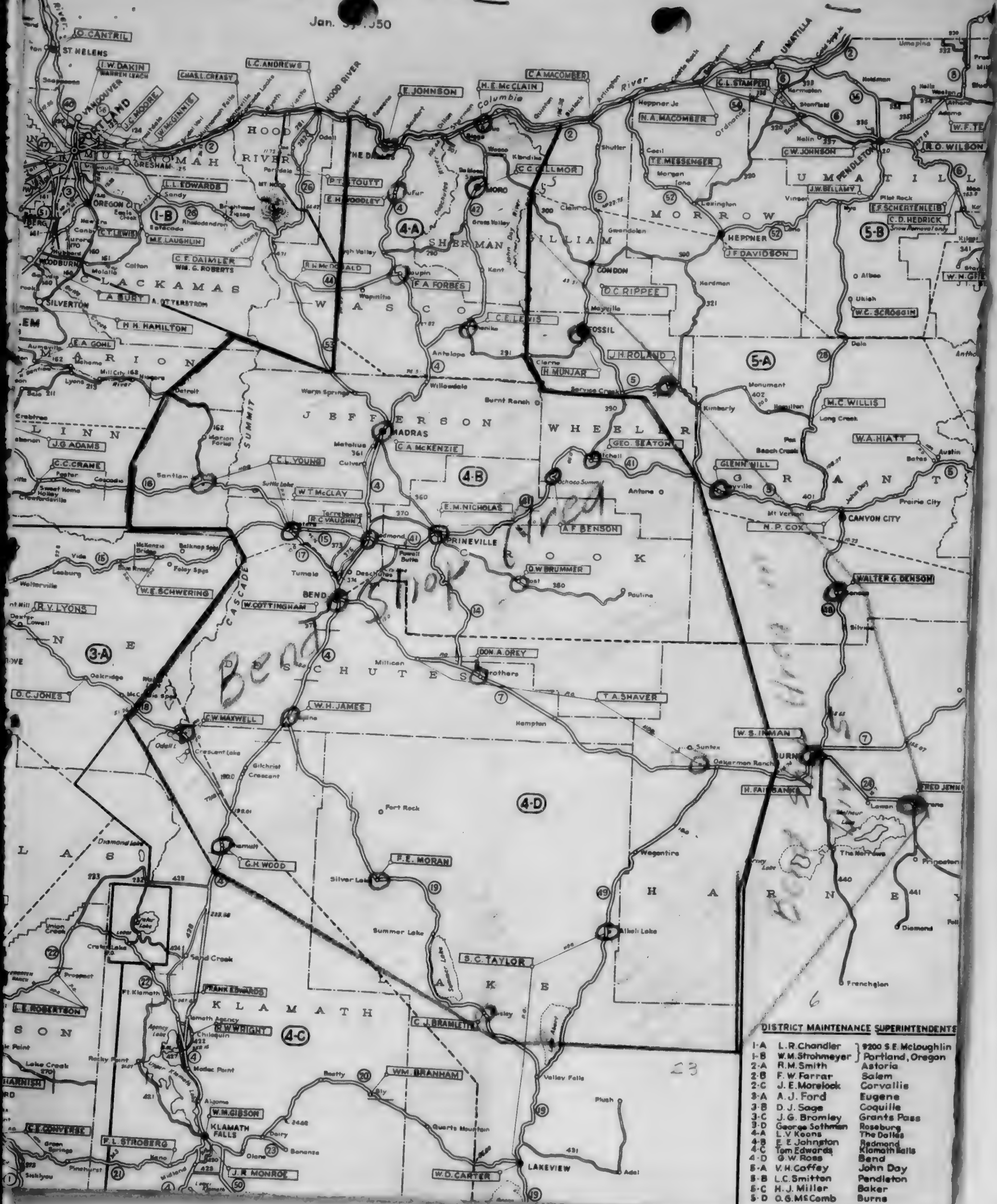
Saving in Division 4 account shorter distances to Bend:
1. Gas and oil \$1,369.59
2. Truck driver time 1,908.75
3. Rent of equipment - includes tires 1,244.50
4. Expense accounts 630.50
5. Resident Engineer trips 621.60
\$5,774.94

Saving on same items at 5 stations
in Division 5
Total 1,537.20
\$7,312.14

Net annual loss estimated if Bend shop is built, \$20,882. This has to be spread on rent of equipment and charged to maintenance, so maintenance cost would be increased by that amount per year.

STATE HIGHWAY SYSTEM DIVISION & DISTRICT LIMITS AS OF

Jan. 31, 1950



DISTRICT MAINTENANCE SUPERINTENDENTS

1-A	L. R. Chandler	9200 S.E. McLoughlin
1-B	W. M. Strommeyer	Portland, Oregon
2-A	R. M. Smith	Astoria
2-B	F. W. Farrar	Salem
2-C	J. E. Morelock	Corvallis
3-A	A. J. Ford	Eugene
3-B	D. J. Sage	Coquille
3-C	J. G. Bromley	Grants Pass
3-D	George Sothman	Roseburg
4-A	L. V. Keons	The Dalles
4-B	E. E. Johnston	Redmond
4-C	Tom Edwards	Klamath Falls
4-D	G. W. Ross	Bend
5-A	V. H. Coffey	John Day
5-B	L. C. Smitten	Pendleton
5-C	H. J. Miller	Baker
5-D	O. S. McComb	Burns

Distance to Shops At:-

<u>From</u>	<u>Salem</u>	<u>Klamath Falls</u>	<u>La Grande</u>	<u>Bend</u>	<u>Saving</u>
Cheamult		73		64	9
Silver Lake		154		80	74
Paisley		141		131	11
Alkali Lake		160		152	8
Suntex		219		107	112
Brothers		173		43	130
Odell Lake		100		77	23
Lapine		109		30	79
Santiam Jct.	38			48	~~40~~ 36
Sisters	113			22	91
Redmond	133			16	117
Madras	160	134		43	117
Maupin	149			94	55
Lufur	143		196	122	41
The Dalles	143 108		192	141	2
Rufus	168		157	140	17
Moro	181		174	123	51
Shaniko	~~133~~ 167			84	~~97~~ 83
Prineville	152	174		35	117
Ochoco Summit	185			68	117
Mitchell	205			83	117
Post	176			59	117
Bend	<u>135</u>	<u>139</u>		<u>0</u>	<u>135</u>
Totals	2,507	1,096	1,315	1,767	1,679

G. W. Ross

<u>From</u>	<u>No. of Trips</u>	<u>Distance Saved one Trip</u>	<u>Total Distance Saved</u>
Silver Lake	10	74	740
Paisley	2	44	88
Alkali Lake	10	8	80
Suntex	10	12	120
Brothers	8	130	1,040
Lapine	14	79	1,106
Bend	14	135	<u>1,890</u>
		Total	5,064 ✓

E. E. Johnston

<u>From</u>	<u>No. of Trips</u>	<u>Distance Saved one Trip</u>	<u>Total Distance Saved</u>
Prineville	7	117	819
Madras	5	117	585
Ochoco	5	117	585
Mitchell	14	117	1,638
Redmond	3	117	936
Post	5	117	585
Sisters	5	91	455
Santiam	36	40	1,440
Extra Gang & Oil Crews (Redmond)	9	117	<u>1,053</u>
		Total	8,096 ✓

L. V. Koons

<u>From</u>	<u>No. of Trips</u>	<u>Distance Saved one trip</u>	<u>Total Distance Saved</u>
The Dalles	5	2	10
Dufur	6	41	246
Rufus	4	28	112
Maupin	12	55	660
Shaniko	6	99	594
Moro	10	58	<u>580</u>
		Total	2,202 ✓

Tom Edwards

Odell Lake	50	20	1,000
Chemult	67 - 3	9	<u>603</u>
		Total	1,603 ✓

only 13 units at Chemult
67 trips are too many.



Mileage Saved @ .15 per Mile

L. V. Koons	2,202	Saved one Trip
Tom Edwards	1,603	" " "
G. W. Ross	5,064	" " "
E. E. Johnston	<u>8,096</u>	" " "
Total	16,965	Saved one Trip ✓

30% of Trips are two-way (Round Trip)

70% of Trips required extra vehicle to bring driver home (Three-way Trips)

30% x 16,965 x 2 = 10,179 ✓ Miles

70% x 16,965 x 3 = 25,627 ✓ Miles

Total Miles Saved 45,806 ✓ Miles

$$45,806 @ .15 = 6,870.90 \quad ?$$

.15 is too much as this does not include driver or rent of truck

Cost for gas + oil	459 Cars + pickups @ .0140 =	6.43
	588 Light trucks @ .0282 =	16.58
	83 Medium " @ .0561 =	4.66
	<u>154 Heavy " @ .0697 =</u>	<u>10.73</u>
Total	1284	38.40 ÷ 1284 = .0299 per mile average.

$$45,806 \text{ miles} \times .0299 = \$1369.59 \quad \checkmark \text{ Saving}$$

Drivers Time on Extra Hours Driving

Average Speed of 30 M. P. H.

$$\frac{45806}{30} = 1,527 \text{ Hours to Drive Extra Mileage}$$

\$ 1.25 Truck Drivers Wages

$$1527 \times 1.25 = \$ 1,908.75 \quad \checkmark \text{ Spent Driving Extra Mileage}$$

Truck Drivers Time Lost to Maintenance:

$$\text{Same as above} = \$ 1,908.75$$

duplication of cost.

Rental Losses

Light Trucks	108	per month	x 76 trucks = 8,208
Medium Trucks	174	" "	} 239 x 42 trucks = 10,038
Heavy Trucks	303	" "	
Sno Goes	348	" "	x 5 = 1740
Total	933		123) 19,986 1625

$$\frac{933}{1} = \$933 \text{ per month Average}$$

$$\$163 \text{ per mo. average}$$

$$\frac{233}{240} = 0.97 \text{ per hour Average}$$

$$\frac{163}{200} = 0.815 / \text{hr.}$$

1,527 hours Lost Time

$$\text{Lost to Maintenance} - 1,527 \times .97 = \$1,481.19$$

$$1527 \times .815 = \$1,244.50 \checkmark$$

Expense Accounts
\$6.50 each

	<u>Salem or Klamath Falls</u>	<u>Bend</u>	<u>No. of Exp. Accts.</u>	<u>Amount</u>
Chemult	No	No	—	
Silver Lake	Yes	No	10	65.00
Paisley	Yes	Yes	—	
Alkali Lake	Yes	Yes	—	
Suntex	Yes	Yes	—	
Brothers	Yes	No	8	52.00
Odell Lake	No	No	—	
Lapine	No	No	—	
Santiam Jct.	No	No	—	
Sisters	Yes	No	5	32.50
Redmond	Yes	No	8	52.00
Madras	Yes	No	5	32.50
Maupin	Yes	No	12	78.00
Dufur	Yes	Yes	—	
The Dalles	Yes	Yes	—	
Rufus	Yes	Yes	—	
Moro	Yes	Yes	—	
Sheniko	Yes	No	4	26.00
Prineville	Yes	No	7	45.50
Ochoco	Yes	No	5	32.50
Mitchell	Yes	No	14	91.00
Post	Yes	No	5	32.50
Bend	Yes	No	14	<u>91.00</u>
			<u>Total</u>	630.50 ✓

Resident Engineers

Five Engineers average two round trips per year

The Dalles	saving	2	Miles
Maupin	"	55	"
Madras	"	117	"
Bend	"	135	"
Bend	"	<u>135</u>	"
Total		444	" one way

$444 \times 4 = 1776$ Miles saves

$1776 \times .10 = \$177.60$ Operating Cost

$\frac{1776}{40 \text{ M.P.H.}} = 44.4$ Hours driving time

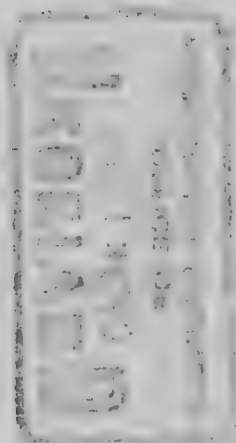
$\frac{444}{8} = 55\frac{1}{2}$ Days

$55\frac{1}{2} \text{ Days} @ 8.00 = \$444.00$

Operating Cost 177.60

Drivers Time 444.00

Total 621.60 ✓



Outside Division 4

<u>From</u>	<u>To Bend</u>	<u>To LaGrande</u>	<u>Saving</u>
2 Burns	127 ✓	255 217 ✓	~~74~~ 85
Crane	~~197~~ 161 ✓	~~284~~ 246 ✓	93 85
Seneca	~~174~~ 177 ✓	~~240~~ 172 ✓	~~68~~ 105 5 mi
Dayville	127 ✓ ✓	207 186 ✓	~~21~~ 59
Spray	125 ✓	✓ 192 171 ✓	~~68~~ 46
Fossil	134	214 182 ✓	~~30~~ 48
Blue Mt I.O.H.	35	Total	~~380~~ 323 ✓
Wapinitia	34		85
McKenzie Br.	63		34
			35
			63
			<u>540</u>

Oakridge, Govt Camp, Parkside, Green, 5 miles

In Division 4 - $\frac{322 \text{ Trips}}{23 \text{ Stations}} = 14 \text{ average No. Trips}$

$540 \times 14 = 7560$

$380 \times 14 = 5,320 \text{ Miles Saved One Trip}$

$323 \times 14 = 4500 \text{ miles}$

$30\% \times 5320 \times 2 = 3,192$
 $70\% \times 5320 \times 3 = 10,872$
 $\frac{15,872}{15,872}$
 Total 14,064 Miles Saved.
 20,410

$30 \times 4500 \times 2 = 2700$
 $70 \times 4500 \times 3 = 9500$
12,200

Cost in Division 4 - $\frac{13421.69}{45,806} = \text{Saved per Mile}$

$14064 \times .79 = 11,110.56$

Saving in Div 4 = \$
 1369.59
 1908.75
 1244.50
 630.50
 621.60
5,774.94

Saving in Div 5
 1,537.20
7,312.14

$\frac{5,774.94}{45,806} = .126 \text{ saved per mile}$
 $12,200 \times .126 = 1537.20$
 1903.20
 156 Using Accounting Division costs.

Summary

Operating cost of extra driving	6,870.90 ?	1369.59
Driver Time on extra mileage	1,908.75 ✓	
Expense accounts	690.50 ✓	
Truck rental loss to maintenance	1,481.19	1244.50
Operator time lost to maintenance	~~1,908.75~~ ?	2014
Resident Engineers	621.60 ✓	
Outside Division No. 4	<u>11,110.56</u>	<u>1537.20</u>
Total	24,532.25 ?	7312.14

#4 48,806 x .156 7146
 #1,3,5 20,410 x .156 3190

#1 Res. Engrs. 621
 #5 " " 248

11,705

Oakridge Govt. Camp and Parkdale would be about
 the same in case of an emergency

REFERRED TO

E. A. Collier

By W. W. STIFFLER

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 12, 1950

SUBJECT:

To: Mr. E. A. Collier

*Note this is
R. H. B. Copy
referred back to
Me. Please
endeavor to render
a report soon.*

Attached hereto is a section of the standard State Highway map, together with a tabulation submitted by Mr. W. E. Chandler through Mr. Swift, this date. The map shows the outline in brown of twenty-three maintenance stations which are located closer to Bend than to either Salem or the La Grande Shops. It also includes, outlined in green, six maintenance stations in Division 5 which are closer in distance to Bend than to the La Grande Shops.

The analysis made by Mr. Swift (which is not accompanied by a written report) reveals there are a total of twenty-nine maintenance stations tributary to an equipment repair shop, if such were available at Bend, and, by patronizing our repair shop at Bend, as compared to our present practice of servicing the equipment required at those twenty-nine stations at either Salem, Klamath Falls, or La Grande, there would be effected a saving of around \$25,000 annually.

You will recall that Mr. Baldock asked you and Mr. Malik to investigate and make an analysis of the economics involved in constructing an equipment repair shop at Bend. Assuming you have not concluded your investigation and analysis, please take into consideration the study which has been made by Mr. Swift, and attempt to arrive at a definite conclusion and recommendation in the very near future, to the end that we may consider the acquisition of a suitable building site in the vicinity of Bend.

W. W. Stiffler

W. W. Stiffler

WWS:er

Encl.

cc: R. H. Baldock

NOTED
A. F. Parson

RECEIVED
NOV 30 1949
FOR FILING

<i>Transit</i>
<i>Baldock letter</i>

November 29, 1949

Mr. Chas. H. Reynolds
State Highway Commissioner
La Grande, Oregon

Dear Mr. Reynolds:

I have asked Mr. Stiffler to make an immediate investigation about securing an additional site at Bend for the building of a division equipment shop and, some-time in the future, the erection of a new division office.

In my opinion, we will have to get along with the office for some time. We only recently enlarged the building, and it is possible to make another addition, if necessary, on the present site. It is not absolutely necessary that the division shop and division office be on the same ground although it would be desirable and ultimately should be sought.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Mr. W. W. Stiffler *(with letter)*

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

BEN R. CHANDLER, MEMBER
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE



R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

November 22, 1949

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

During my recent visit to Bend it appeared to me as though the activities and growth of the community have been such that the present location of the division office is inadequate. It does not appear as though the site is large enough to permit future expansion or would justify any great expenditures of money.

It would appear as though immediate purchase of property adequate in size for future expansion should be made. Sites north of Bend, possibly at the junction with Highway No. 20, are now available, and, if necessary, trackage could be had. Due to the fact that this could be desirable property the purchase should be made before all desirable sites are taken.

From what I could observe, maintenance shops should be constructed at Bend. These might be built first and the office at a later date, although the latter certainly is crowded and inadequate for the present personnel. Parking facilities are very dangerous, too.

Very truly yours,

Chas. H. Reynolds

CHR/vlw

cc: T. H. Banfield
Ben R. Chandler

STATE HIGHWAY COMMISSION

RECEIVED
MAR 15 1949
FOR FILING

*Transit
Edgworth*

Bend

Salem, Oregon
March 14, 1949

Mr. E. A. Collier

Reference is to your letter dated March 10, relative to the establishment of an equipment shop at Bend, Oregon.

I have been in favor of a service unit at Bend for some time, the necessity for which is very easy to justify.

This is not the psychological time to approach the Commission for additional budget authorizations for such expansion, due to the cost of repairing frost damage to highways throughout the State.

I would suggest that you and Mr. Halik study our requirements and try and arrive at an intelligent estimate of cost which should be included with our 1950 budget, which certainly should be larger than that approved for 1949, with prospects very favorable for additional revenue next year.

W. W. Stiffler

WWS:er

W. W. STIFFLER

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 10, 1949

SUBJECT: Division IV - Equipment Shop

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

Dear Sir:

Mr. Chandler sent in a report from Mr. Edwards, showing time trucks were broken down in his district. He recommends a repair shop be built at Bend. Copy of report, letter, and map attached.

Mr. Edwards has a Shop right at Klamath, but he thinks they do not do a good job of repairing for him. Mr. Chandler wants another Shop at Bend; it is a central location, and would save a long haul to Salem or Klamath Falls.

The site he mentions at Bend is just west of Pilot Butte.

You recommended a Shop at Bend, and elsewhere, a few years ago. Please advise.

Very truly yours,



E. A. Collier
Maintenance Engineer

EAC:IH
Enclosures
cc: E. F. Halik

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MAY 1 1949
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FORM 8-50 101 9-49 10000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 7, 1949

SUBJECT:

To:

Mr. W. E. Chandler, Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

I am returning herewith, without approval, Price Agreements No. 1 and 2 on the Bend Office Building Addition. There is not sufficient money in the authorization for this project to cover either of these proposed price agreements, and it does not seem practicable at this time to request the Highway Commission for additional authorization.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached
cc W. W. Stiffler

NOTED
W. W. STIFFLER

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

February 10, 1949

SUBJECT:

To: Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

L

Dear Sir:

Herewith, a good report on equipment efficiency. We are attempting to get a report on this same condition at other points in this Division.

It is my opinion that a shop should be built at Bend. This would greatly relieve the over-worked Klamath Falls and Salem shops and would materially lessen the travel time in replacing and transfer of equipment to and from these shops. I talked to Mr. Malik about this a few days ago and he is agreed that a shop should be at Bend. There is a suitable location for a shop here.

I strongly recommend construction of this shop in the near future.

Very truly yours,

WM. E. CHANDLER
Division Engineer

WEC:me
Encls.

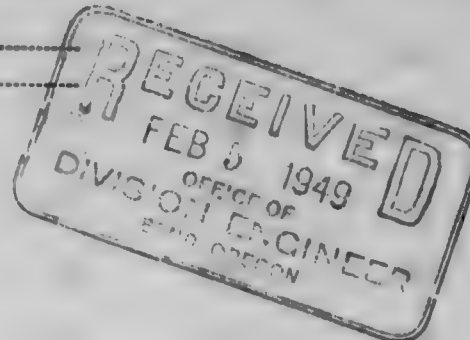
OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
February 3, 1949

SUBJECT:

To: Mr. Wm. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon



Dear Sir:

I have kept an accurate record of equipment time at every station for the month of January, excluding the Bridge crew and Extra gang. A tabulation of such time is attached hereto.

The time was divided into three classes: (1) Idle time which includes such time as equipment was in running order, but not required to work. (2) Actual work time. (3) Break down time.

Ratios have been worked out under each of these classes showing the per-centage of time, one, that the equipment was idle, two, that the equipment worked, and three, that the equipment was broken down. A fourth ratio was worked out by dividing the time that the equipment was broken down by the time that it actually worked. The fourth ratio varies from a low of 5 per-cent at Chiloquin to a high of 57 per-cent at Odell Lake. The average for the district is 29 per-cent.

When discussing this matter with Mr. Collire last October, I made the statement that our operations were haldi-capped 30 per-cent, by broken down equipment. The per-centage analysis would indicate that this figure was too low. The 29 per-cent is actual break down and does not include the time lost taking equipment to and from the shops for over-haul.

We are continuing this report for the month of February. A summary will be submitted at the end of each month.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Tom Edwards".

Tom Edwards,
District Maintenance Superintendent

TE/db
Attach.

Station	No. Trucks	EQUIPMENT HOURS				RATIOS--IN PERCENTAGE			
		Total hours	Idle	Worked	Breakdowns	Idle	Worked	Breakdown	Breakdown Worked
Odell	9	4898	276	2949	1673	6%	60%	34%	57%
Chemult	5	1144	256	756	132	22%	66%	12%	18%
Chiloquin	5	1537	216	1261	60	14%	82%	4%	5%
Fort Klamath	3	614	24	542	48	4%	88%	8%	9%
K. F. North	5	1314	176	1044	94	13%	79%	7%	11%
K. F. South	3	768	24	544	200	3%	71%	26%	37%
Keno	3	624	0	440	184	0%	71%	29%	42%
Beatty	2	396	0	342	54	0%	86%	14%	16%
Bly	2	650	0	602	48	0%	93%	7%	8%
TOTAL	37	11945	972	8480	2493	8%	71%	21%	29%

Note: Idle time charged at 8 hours per day except at Odell where 12 is used.

Breakdown time charged average time balance of equipment worked.

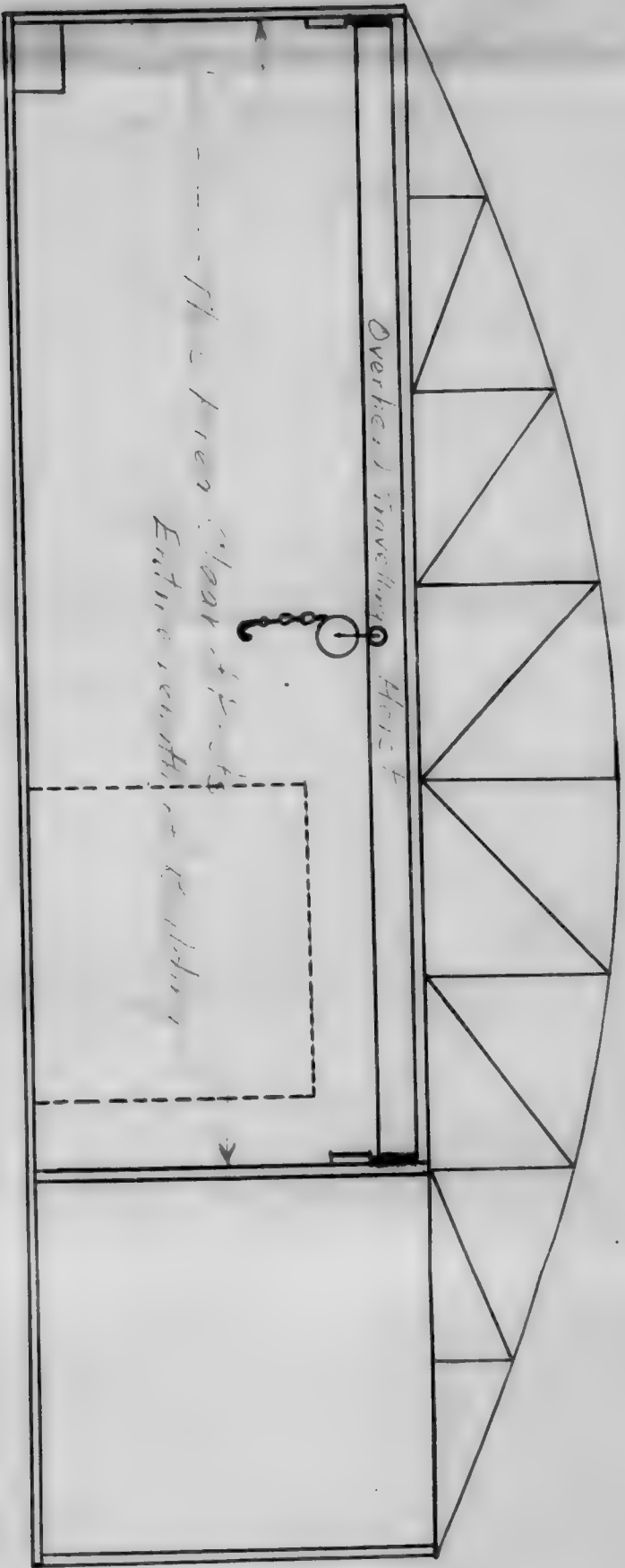
Sundays charged against breakdown if balance of equipment worked.

Sundays not charged as idle time if balance of equipment not required to work.

Work time includes actual hours worked.

BEND SHOPS LAYOUT

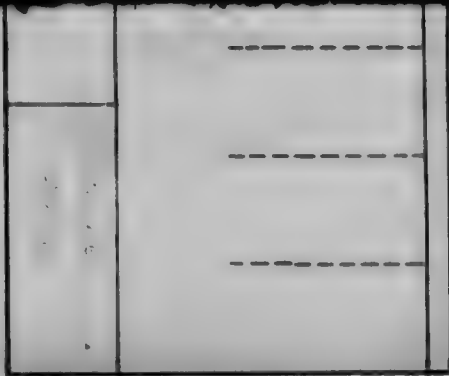
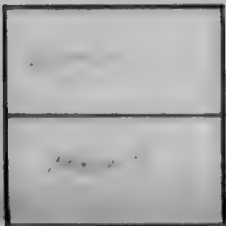
520'



Section A-A

1/8" = 10'

REND SHOPS LAYOUT

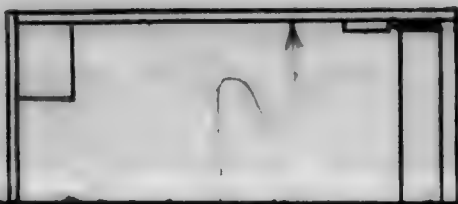


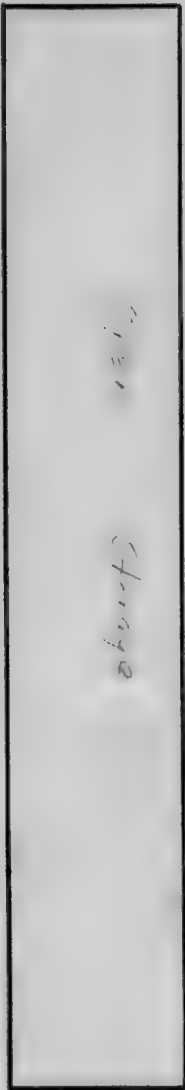
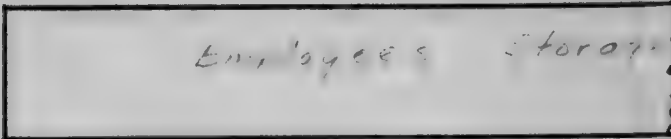
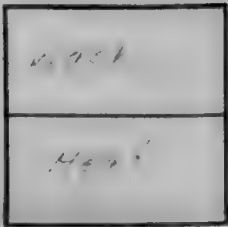
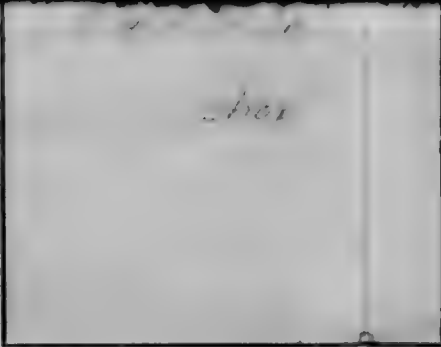
80

Employee Area

Open Storage

520'



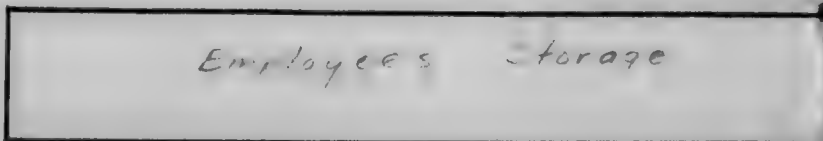
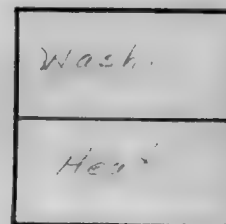
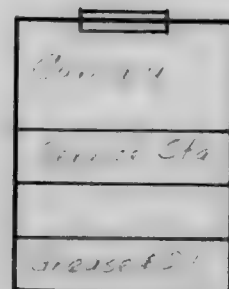
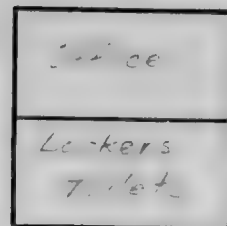
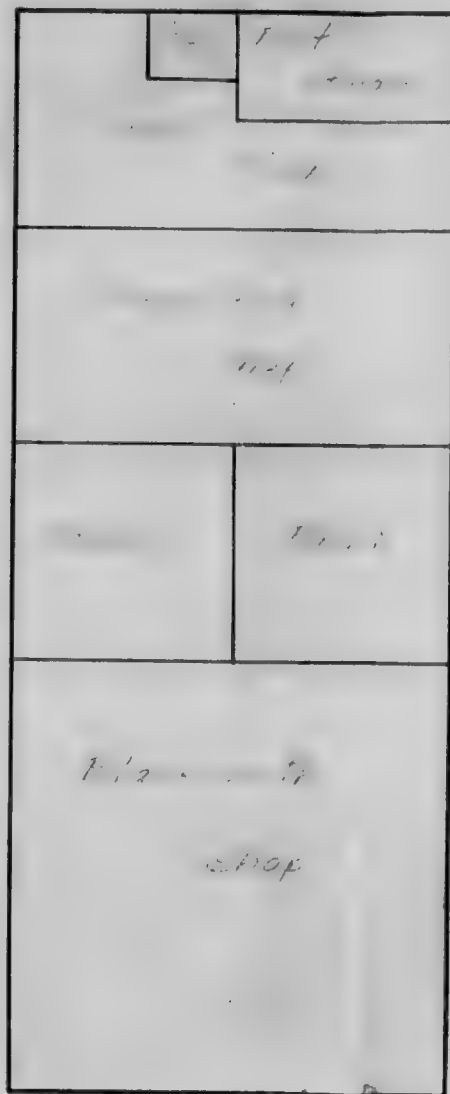


640'

Scale 1" = 40'

520'

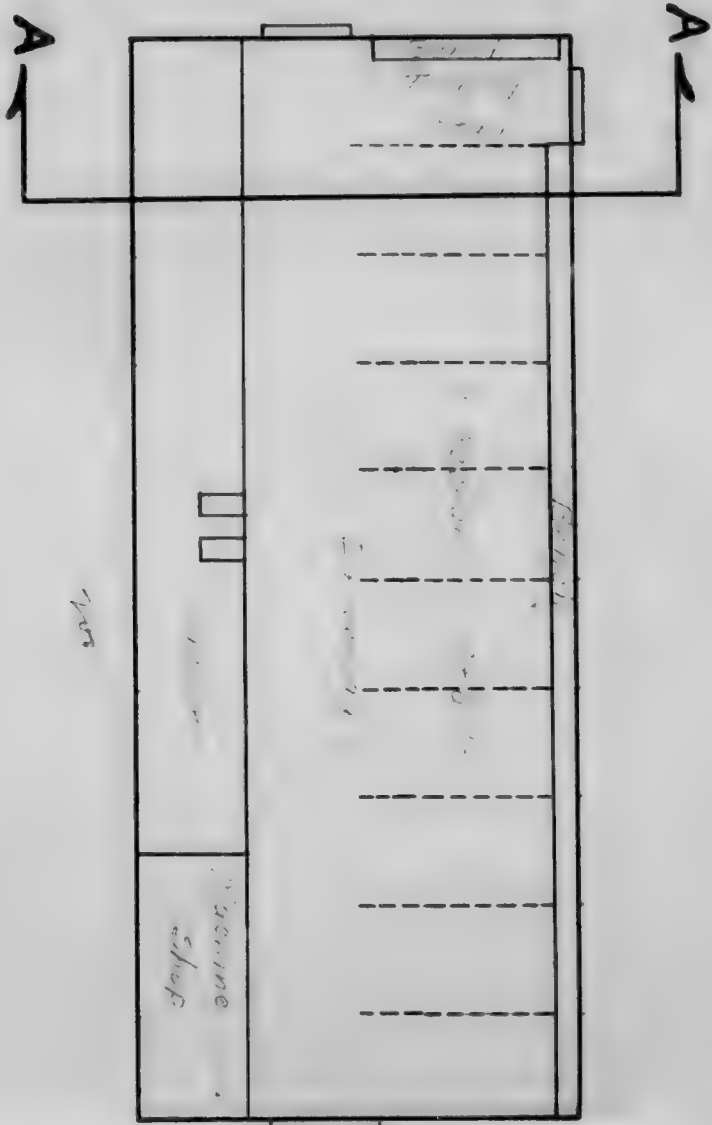
640'



Locker
Lockers
Toilets

Change
Service Sta
Grease etc

Wash.
Heat



Employees Storage

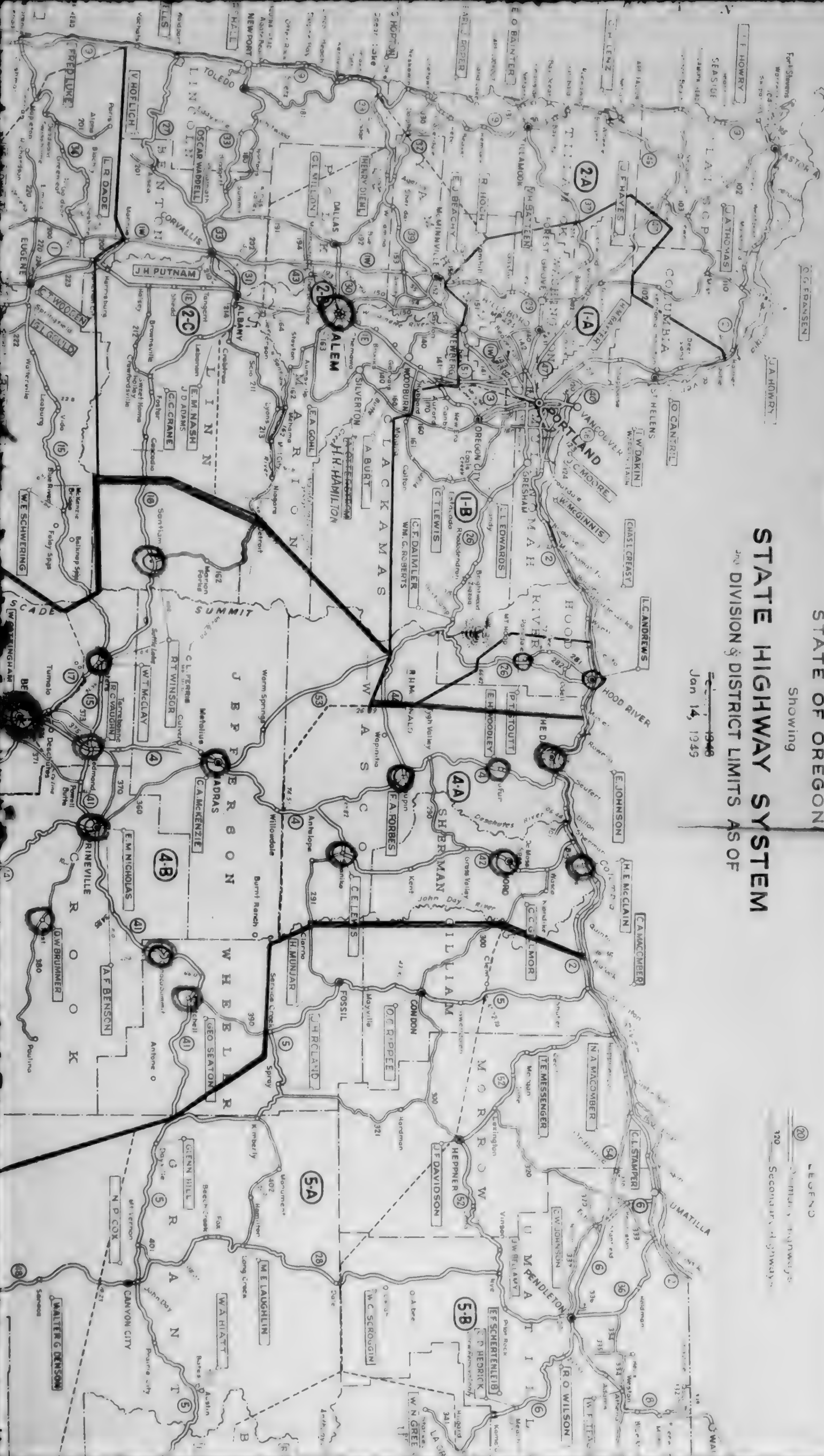
STATE OF OREGON

Showing

STATE HIGHWAY SYSTEM
2nd DIVISION & DISTRICT LIMITS AS OF

Jan 14, 1945

LEGEND
120 SECONDARY HIGHWAY



STATE OF OREGON

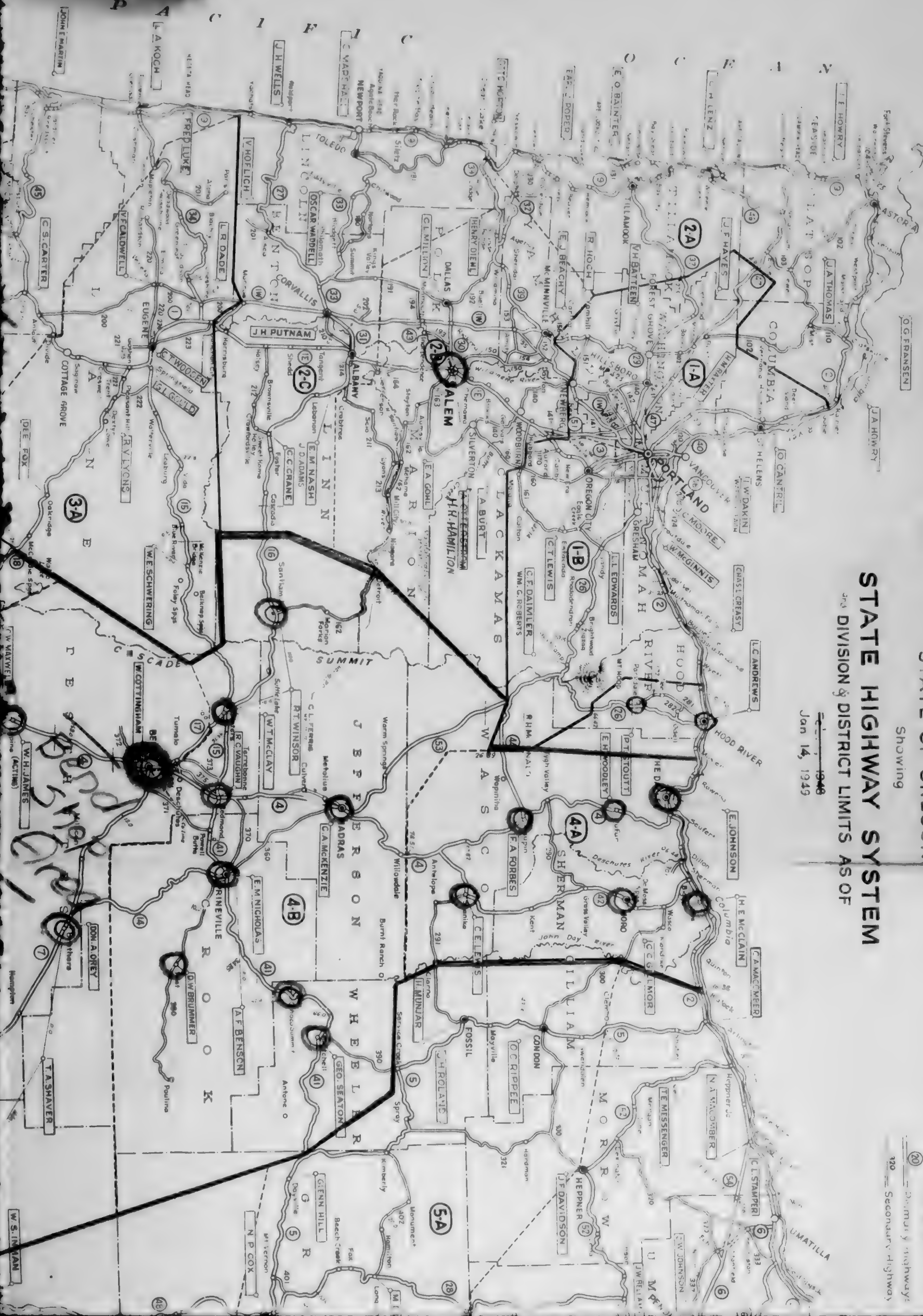
Showing

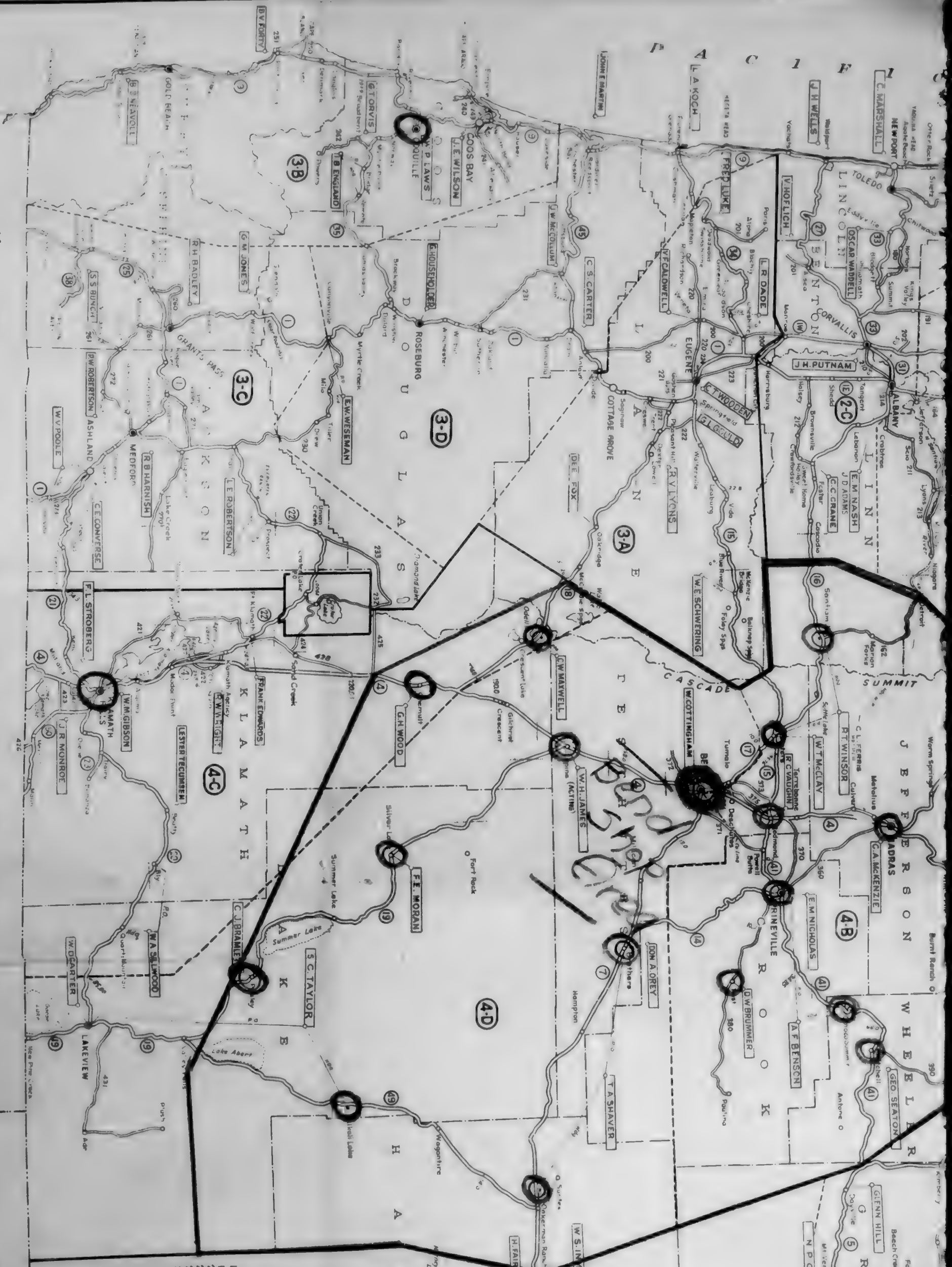
STATE HIGHWAY SYSTEM

AND DIVISION & DISTRICT LIMITS AS OF

Jan 14, 1949

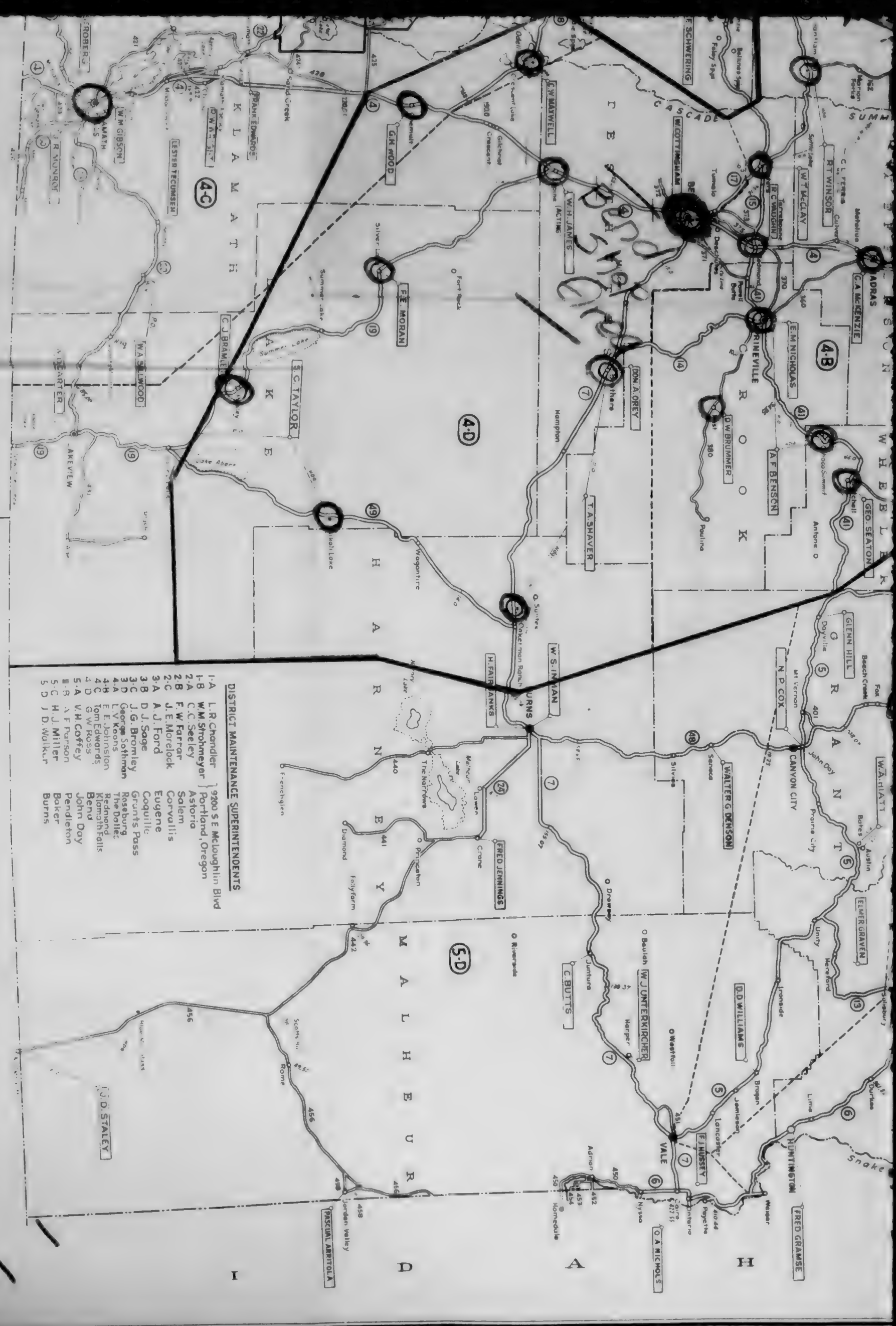
LEGEND
20 Primary Highway
120 Secondary Highway





- DISTRICT
- 1-A L.R.C.
 - 1-B W.M.S.
 - 2-A C.C.
 - 2-B F.W.P.
 - 2-C J.E.N.
 - 3-A A.J.
 - 3-B D.J.
 - 3-C G.J.
 - 3-D L.V.
 - 4-A E.E.
 - 4-B G.W.
 - 4-C H.V.
 - 5-A V.H.
 - 5-B A.F.
 - 5-C H.J.
 - 5-D J.D.

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G
V
A
I
D
A
I



- DISTRICT MAINTENANCE SUPERINTENDENTS**
- 1-A L. R. Chendler 9200 S. E. McLoughlin Blvd
 - 1-B W. M. Strommeyer Portland, Oregon
 - 2-A C. C. Seeley Astoria
 - 2-B F. W. Farrar Salem
 - 2-C J. E. Morelock Corvallis
 - 3-A A. J. Ford Eugene
 - 3-B D. J. Sage Coquille
 - 3-C J. G. Bromley Grants Pass
 - 3-D L. V. Koons Roseburg
 - 4-A E. E. Johnston The Dalles
 - 4-B Tom Edwards Redmond
 - 4-C G. W. Ross Klamath Falls
 - 4-D V. H. Coffey Bend
 - 5-A A. F. Parson John Day
 - 5-B H. J. Miller Pendleton
 - 5-C J. D. Walker Baker
 - 5-D J. D. Walker Burns

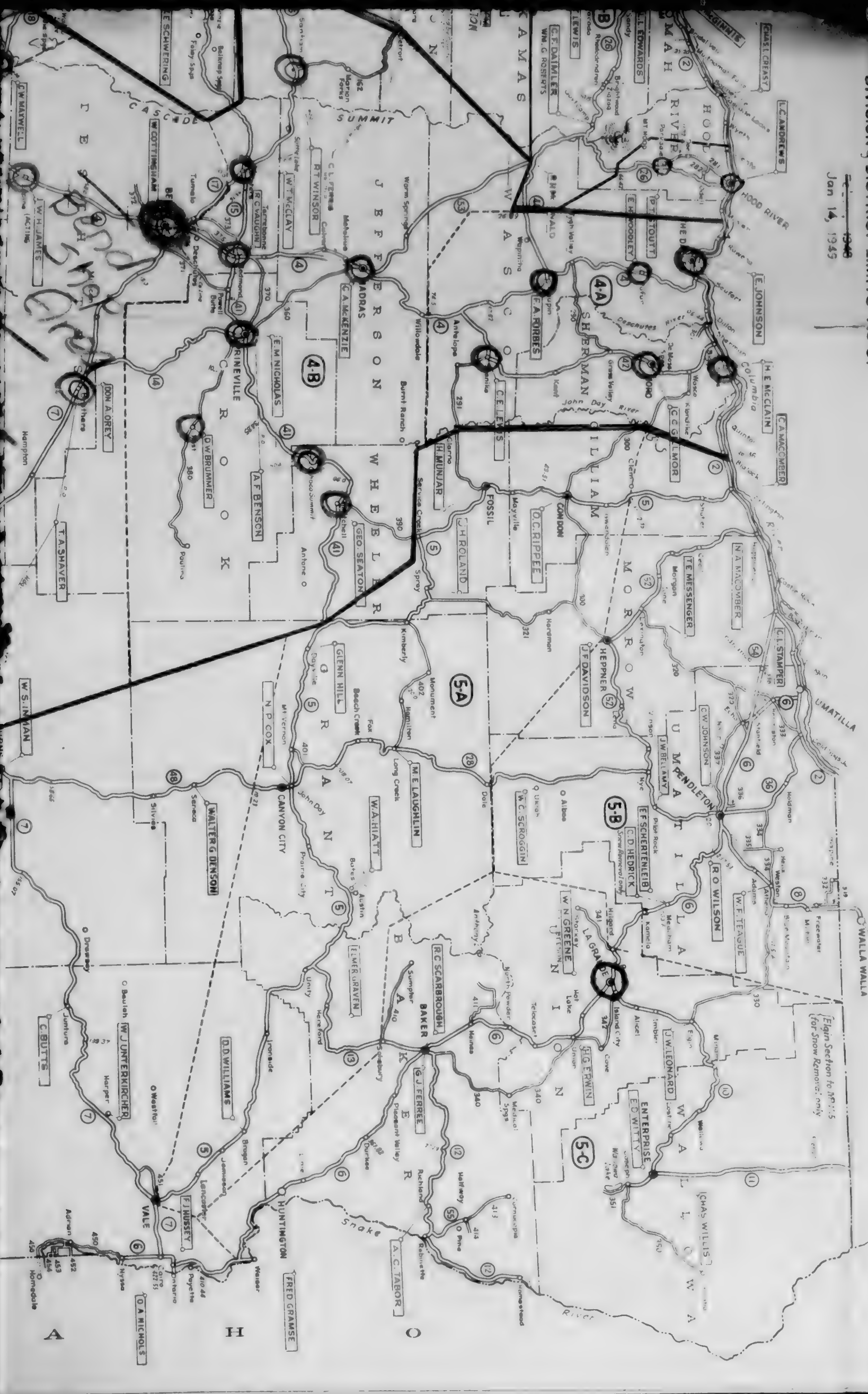
STATE OF OREGON

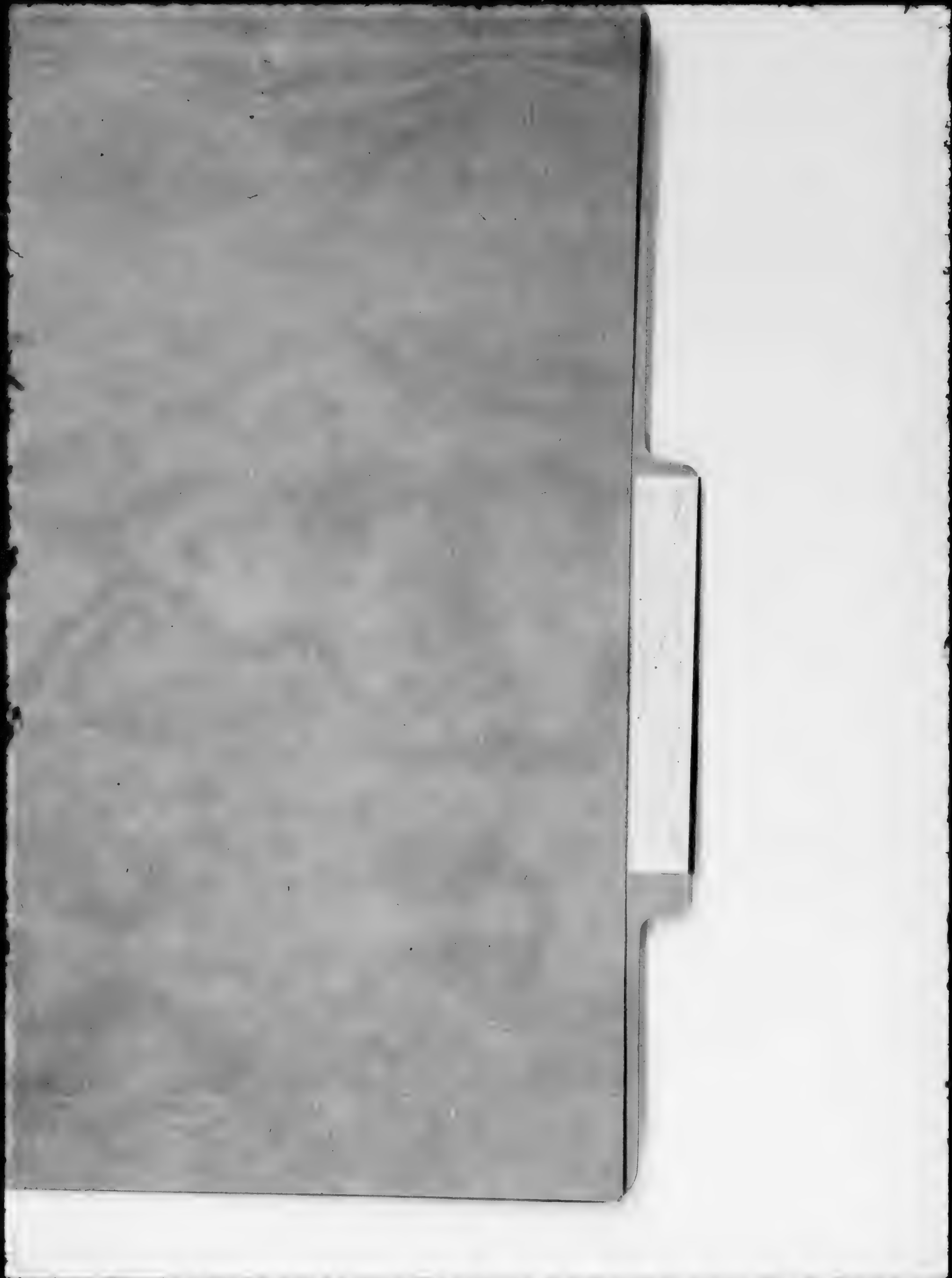
Showing

STATE HIGHWAY SYSTEM DIVISION & DISTRICT LIMITS AS OF

Jan 14, 1945

- LEGEND
- (20) Primary highways
 - Secondary highways





RECEIVED

10-11004

OREGON STATE HIGHWAY DEPARTMENT

(date)

Aug. 20, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3942

2-final

WESTERN GOLF COURSE SUPPLY CO.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

15724

B-74278

\$ 500.00

8/20/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1953

Time Extensions: None

Completion Date: July 8, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-24-53

rec'd 8-25-

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

8-25-53

A.A. Wicklander

RECEIVED
AUG 4 1953
FOR FILING

16-1117
311

August 4, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3942 for irrigation system on the Reedsport Junction Section of the Oregon Coast Highway, Douglas County, was completed by the contractor, Western Golf Course Supply Co., on July 8, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is \$2,858.25, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

8-4-53

RECEIVED
JUL 21 1953
FOR FILING

10-1-1
394

July 20, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Western Golf Course Supply Co. in connection with contract No. 3942, for irrigation system at Reedsport on the Oregon Coast Highway, Douglas County.

This payment, in the amount of \$2,358.25, will be released to the contractor on or after July 30, 1953. The retained percentage is \$500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

7-20-53

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 11, 1953.

Section Reedsport Junction Kind of work Irrigation System
 Highway Oregon Coast Section prefix 10-1604
 Contractor Western Golf Course Supply Co. Contract number 3942
 Date of contract May 19, 1953 Date of completion July 31, 1953
 Date work started June 17, 1953 Estimated date of completion July 8, 1953
 Amount of contract \$ 3,395.31 Per cent of time elapsed 72.2%
 Estimated cost of completed project, exclusive of engineering \$ 2,858.25
 Per cent of contract completed, based on total contract price 100%
 Engineering cost to date \$ 240.00, 93.3% Date project was completed July 8, 1953.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One of contractors men was down on Wednesday to install
the balance of lock type caps on drain & control valves. Job
completed on July 8. Semi-final estimate & data on job submitted
to Division office Thursday evening

This will be the last weekly report submitted on this
project.

40-5
 FORREST COOPER

NOTED
 J. L. SMITH

Signed P. J. Burnett Res. Engr.

Address Box 638, Reedsport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

RECEIVED
FOR FILING

10-1-4
3942

June 18, 1953

Western Golf Course Supply Co.
1006 Hawthorne Blvd.
Portland 14, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 3942, which was awarded to you on May 19, 1953 by the State Highway Commission, for the Reedsport Junction Irrigation System on the Oregon Coast Highway in Douglas County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 21 1953
FOR FILING

May 20, 1953

Western Golf Course Supply Company
1006 S. E. Hawthorne Boulevard
Portland 14, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 awarded to you State Highway Contract No. 3942 for the Reedport Junction Irrigation System Project on the Oregon Coast Highway at Reedport in Douglas County. This award was based on your bid of \$3,149.10 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glatoyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

chr

cc H. G. Smith
S. H. Probert
W. M. Francis, SIAC



COMMISSIONERS
 BEN R. CHANDLER, CHAIRMAN
 COOS BAY
 CHAS. H. REYNOLDS, MEMBER
 LA GRANDE
 M. K. MCIVER, MEMBER
 PORTLAND
 H. B. GLAISYER
 SECRETARY

OREGON
 STATE HIGHWAY DEPARTMENT
 SALEM

R. H. BALDOCK
 STATE HIGHWAY ENGINEER
 W. C. WILLIAMS
 1ST ASST. STATE HWY. ENGR.
 W. W. STIFFLER
 2ND ASST. STATE HWY. ENGR.
 C. W. ENFIELD
 CHIEF COUNSEL

June 1, 1953

10-10-4
 2/4

Raley & Raley
 Attorneys at Law
 Pendleton, Oregon

Attention Mr. J. A. Raley

NOTED
 F. QUERY

Gentlemen:

This is pursuant to our telephone conversation of even date wherein you advised me that the estate of Russell Olson was to be closed under a closing order bearing the date of April 1, 1953, and that Lala Florene Olson was going to file certificate of assumed name as Lala Florene Olson, an individual doing business as Russel Olson Construction Company, and further that the new Russell Olson Construction Co. was continuing business with the same management staff, employees and equipment.

I attach hereto two copies of our pre-qualification requirements (Confidential Financial Statement, Equipment and Experience Questionnaire) together with new proposal form (proposal for state highway construction) for completion and execution by Lala Florene Olson, an individual doing business as Russell Olson Construction Company.

The previously submitted pre-qualification statement and proposal for state highway construction are being retained in our records until such time as these new forms have been executed and returned to this office. Upon the receipt of these aforementioned new forms, the formal contract will be forwarded for execution. I am enclosing for your clients convenience a copy of the page of the proposal setting forth the items to be furnished and the bid unit price for these items. The original bid was in the amount of \$12,225.00 but this amount was reduced to \$11,835.00 (the amount for which the contract is being let) due to an error in extension of price for item No. 5. The original extension and the correction are upon the aforementioned copy. These forms may be completed by printing or in longhand just showing the corrected extension.

The proposal bond will of necessity have to be re-executed by the Peerless Casualty Company.

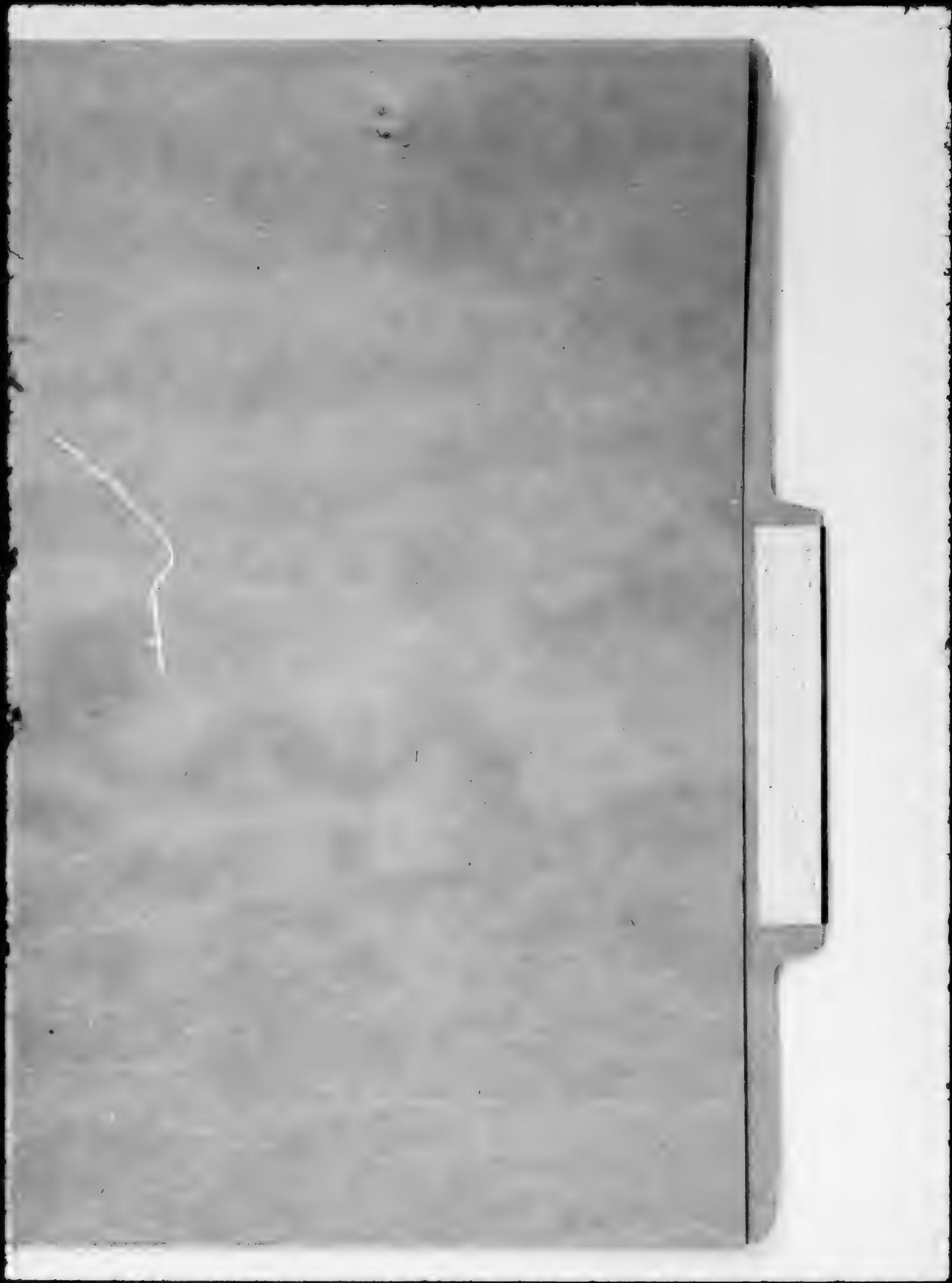
Thanking you for your cooperation and prompt attention to this matter, I am

Very truly yours,

C. W. ENFIELD
 Chief Counsel

EL:ap
 Enc.
 cc: Floyd Query ✓

By
 EARL N. PESTON
 Assistant Attorney



OREGON STATE HIGHWAY DEPARTMENT

(date)

October 15, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3943

2-final

RUSSELL OLSON CONSTRUCTION CO.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

20264

R-78451

\$ 500.00

10/15/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified completion Date: **Sep. 30, 1953**

Time Extensions: **None**

Completion Date: **July 30, 1953**

Date Accepted: **Aug. 6, 1953**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **10-16-53**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Floyd Query

Warrant Mailed:

A. A. Wicklander

10-19-53

RECEIVED
OCT 5 1953
FOR FILING

1704

October 5, 1953

Peerless Casualty Company
Bathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3943 for surfacing on the Long Creek (E. Main St.) City Street Section in Grant County was completed by the contractor, Russell Olson Construction Co., on July 30 and was formally accepted by the Highway Commission on August 6, 1953.

Final payment in the amount of \$500.00 will be released to the contractor on or after August 15, 1953. The total contract amount is \$10,539.30 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Peerless Casualty Co.
M. B. Waterbury, Agent
917 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

10-5-53 *[Signature]*

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #4 Final

FOR CONSTRUCTION PROJECTS ONLY

312-1704

For Week Ending August 22, 1953

Section Long Creek (E. Main St.)
 Highway City Street
 Contractor Russell Olson Const. Co.

Kind of work Bit. Macadam Surfacing

Section prefix 312-1704

Contract number 3243

Date of contract May 19, 1953

Date of completion Sept. 30, 1953

Date work started July 20, 1953

Estimated date of completion July 30, 1953

Amount of contract \$12,367.58

Per cent of time elapsed 53.7%

Estimated cost of completed project, exclusive of engineering \$10,539.30

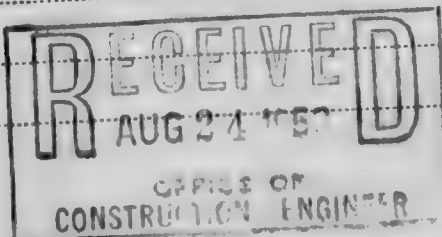
Per cent of contract completed, based on total contract price 100%

Engineering cost to date \$519.36, 54.9%

Date project was completed July 30, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sent Semi-final to La Grande, August 21, 1953.

NOTED
E. A. PEASENOTED
CORREST COOPERNOTED
B. A. MARTIN

Signed

H. S. Hodge

Address

Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		.3		.3	
Miles partially completed					
Miles completed		.3		.3	
Total estimated quantities		1776		331	
Estimated quantities moved or placed to date		1776		331	
Average daily quantities		598		300	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair-cloudy		
Thursday	Pt. cloudy		
Friday	Fair		
Saturday	Fair		

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

August 17, 1953

SUBJECT:

NOTED
Harold C. A. 18

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

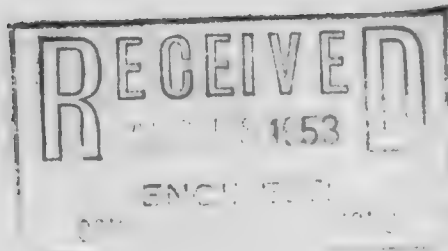
As requested in a letter from your office, I am handing you, herewith, a letter of acceptance from the Common Council of the Town of Long Creek for the Long Creek (East Main Street) Bituminous Macadam Surfacing Project.

Very truly yours,

E. G. Bickmore
E. G. Bickmore
Assistant Division Engineer

EGB/pc

NOTED
J. F. HALL



TOWN OF LONG CREEK

LONG CREEK, OREGON

Aug. 7. 1953

NOTED
C. D. CANNON

FILED
A. P. Cannon

E. G. Pickmore
Asst. Division Engineer
State Highway Department
La Grande, Ore.

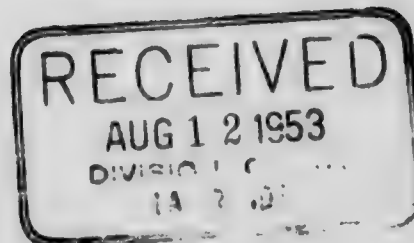
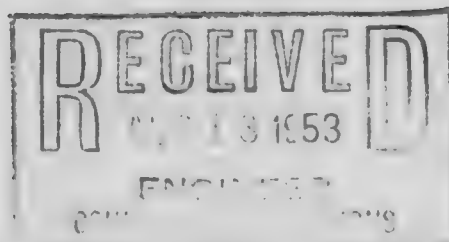
Dear Sir:

The Common Council at their Regular meeting Aug. 6th, approved and accepted the street project on Main St. east from the Pendleton- John Day Highway recently finished by contractor.

Yours truly,

Town of Long Creek
By.

Vade Taylor Recorder
Gene Blackwell Mayor.



RECEIVED
JUN 26 1953
FOR FILING

312-174
3943

June 24, 1953

Russell Olson Construction Company
P. O. Box 272
Pendleton
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3943, which was awarded to you on May 19, 1953 by the State Highway Commission, covering bituminous macadam surfacing on the Long Creek (E. Main Street) Section of Grant County. This copy is for your files.

A copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

~~Floyd Query, Acting Secretary~~

cc
encl.

RECEIVED
MAY 27 1953
FOR FILING

1-1741

May 27, 1953

Vada Tanler, City Recorder
City Hall
Long Creek, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Long Creek covering the improvement of Main Street from the Pendleton-John Day Highway easterly for a distance of approximately 0.30 mile, in connection with the \$250,000 Special City Allotment Fund.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 1

RECEIVED
MAY 20 1953
FOR FILING

311-1114
29

May 20, 1953

Russell Olson Construction Company
P. O. Box 472
Pendleton, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 awarded to you State Highway Contract No. 3943 for construction of 0.3 mile of rock base and bituminous macadam on the Long Creek (East Main Street) Bituminous Macadam Surfacing Project in Long Creek, Douglas County. This award was based on your bid of \$11,835.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

ly

Floyd Quary, Acting Secretary

shr

cc **H. G. Smith**
 S. H. Probert
 W. M. Franawa, SLAC

COMMISSIONERS
BEN P. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND



OREGON
STATE HIGHWAY COMMISSION
SALEM

May 12, 1952

9-52
R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY
Harold C. Ayers

Mrs. Vada Tanler
City Recorder
Long Creek, Oregon

Dear Madam:

This is to acknowledge receipt of a resolution adopted by the City of Long Creek requesting aid from the annual \$250,000 Special City Allotment Fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1953 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RHP:MM

NOTED
J. F. HAGEMANN



RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Long Creek is an incorporated city of the State of Oregon, and has a population of 700, as given by the latest official census, and



RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Long Creek is an incorporated city of the State of Oregon, and has a population of 700, as given by the latest official census, and

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of Long Creek does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Councilman Virgil Lohoe as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1 day of May, 19 52

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

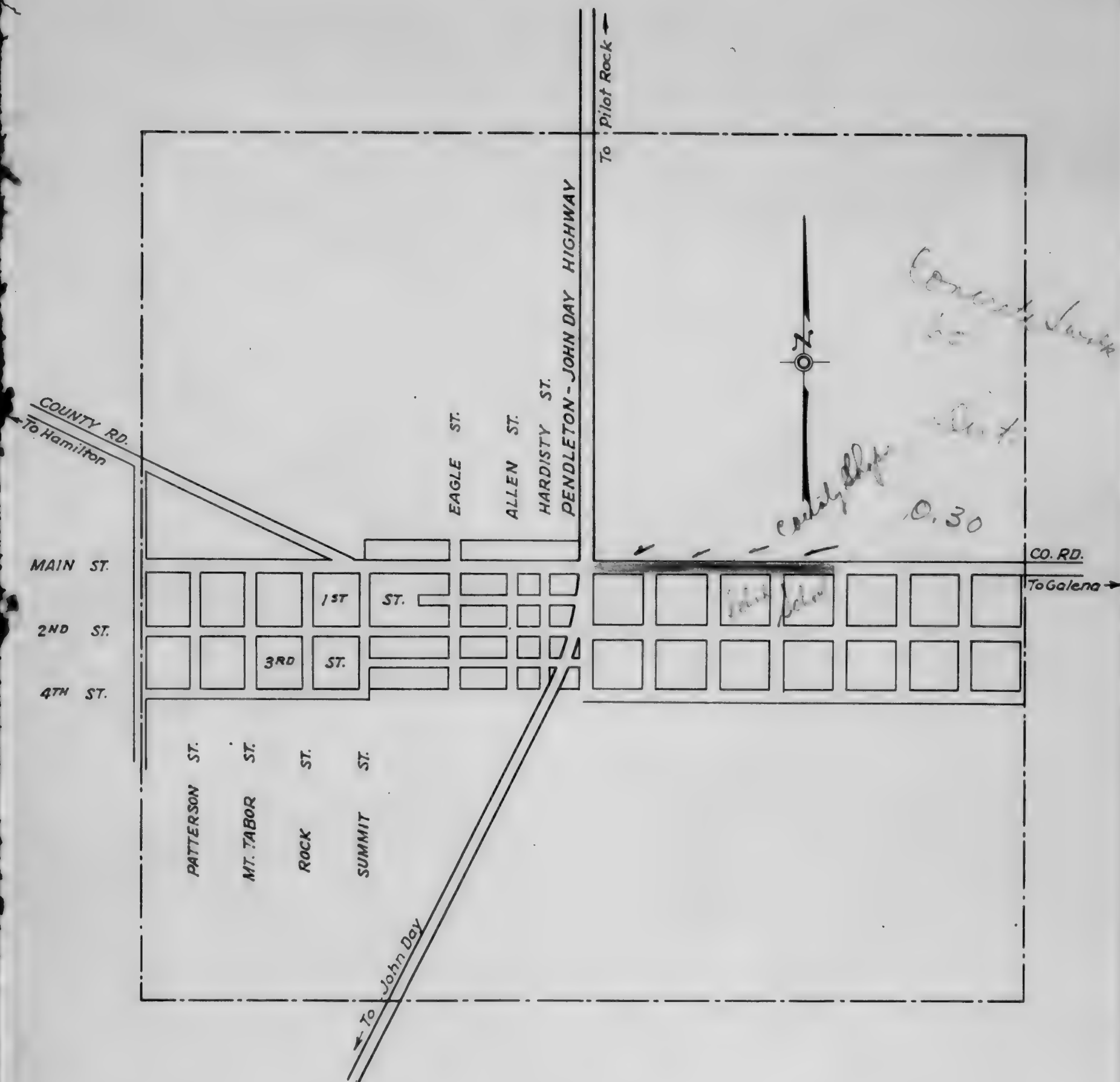
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Long Creek at a regular or special meeting of said council, held on the 10 day of May, 19 52 and the above copy is a true and correct copy of the original and of the whole thereof.

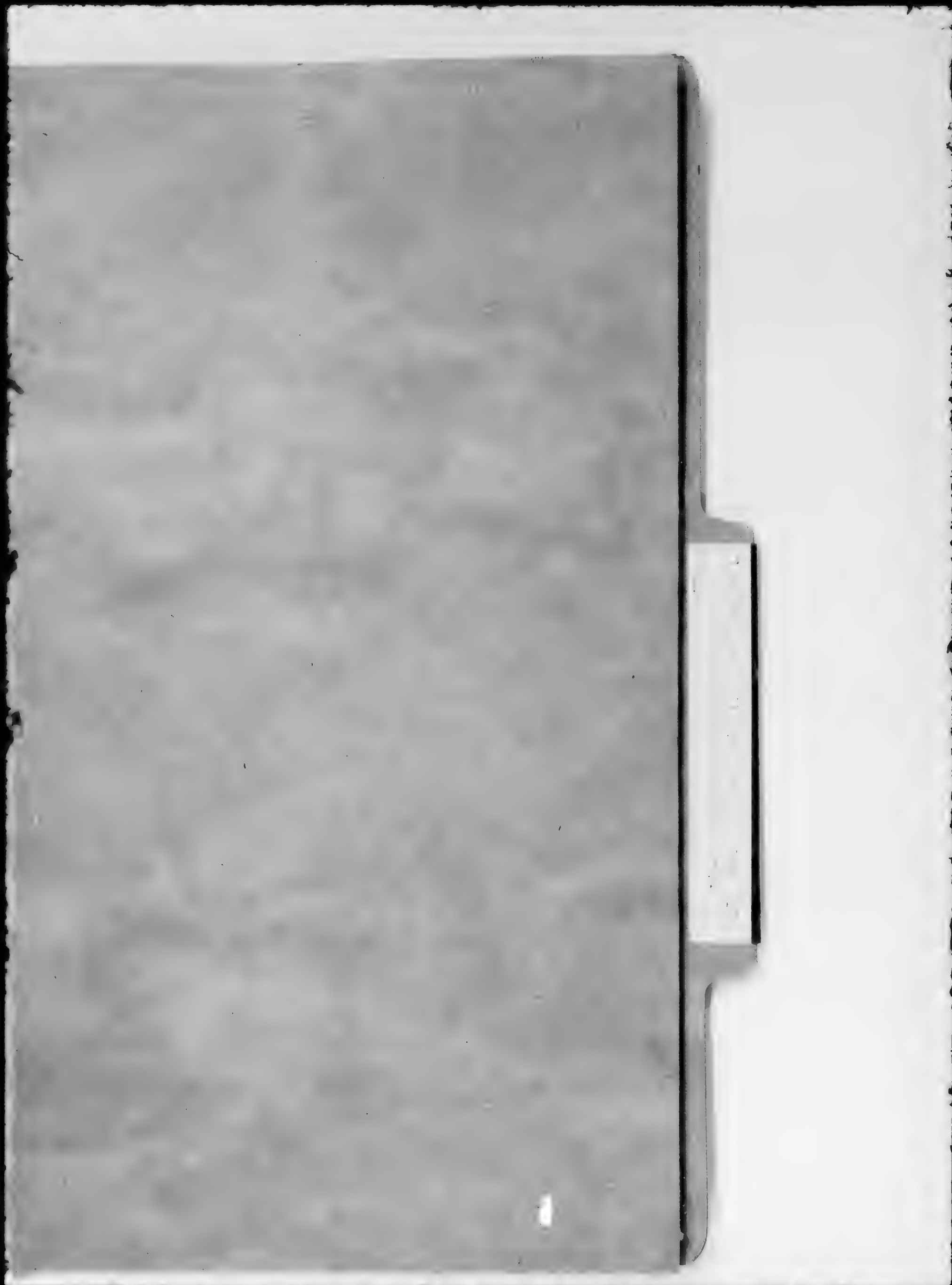
Dated this 1 day of May, 19 52

Vada Fisher
City Recorder

LONG CREEK

Scale : 1" = 800'





OREGON STATE HIGHWAY DEPARTMENT
(date)

September 9, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3914

4-Final

The Central Heating Co., Oreg. Ltd. &

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

F. L. Somers
(DATE)

17383

B-75535

\$ 500.00

9/8/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Blen
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1953

Time Extensions: None

Completion Date: Aug. 3, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: 9-29-53
Wicklander

NOTED ON CARD

9-29-53, gl

RECEIVED
FOR FILING

August 28, 1953

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3944 for grading and paving on the Gold Hill (4th Ave.N. & 7th St.W.) Section in Jackson County was completed by the contractor, The Central Heating Co. Oreg.Ltd. and F. L. Somers, on August 3, 1953 but has not as yet been accepted by the Commission.

Final payment in the amount of \$500.00 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is \$12,891.72 and no force account work was performed on the job.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

21

cc: Siegenthaler & Stevenson
Titus Bldg.
Eugene, Oregon

Portland Branch Office

NOTED ON CARD

8-28-53

RECEIVED

FOR FILING

315-1712
3744

August 13, 1953

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to The Central Heating Co. of Oregon, Ltd. & F. L. Somers in connection with contract No. 3944, for grading and paving on the Gold Hill (4th Ave. N. & 7th St. W.) City Street Section in Jackson County.

This payment, in the amount of \$804.07, will be released to the contractor on or after August 24, 1953. The retained percentage is \$500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Siegenthaler & Stevenson
Titus Bldg.
Eugene, Oregon

Portland Branch Office

NOTED ON CARD

8-13-53, g

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 8, 1953.

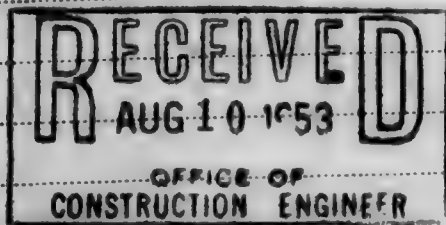
Section Gold Hill Kind of work Grading and Paving
 Highway City Street Section prefix 315-1708
 Contractor The Central Heating Co. of Oreg. Ltd & F. L. Somers Contract number 3944
 Date of contract May 19, 1953 Date of completion August 31, 1953
 Date work started June 1, 1953 Estimated date of completion August 4, 1953
 Amount of contract \$ 13,854.61 Per cent of time elapsed 74.03 %
 Estimated cost of completed project, exclusive of engineering \$ 13,854.61
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 761.19 71.8 % Date project was completed August 4, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shaping of shoulders and clean-up work
 On Tuesday, August 4, 1953.
 Semi-final estimate for project submitted to Division Office
 on Wednesday, August 5, 1953.

NOTED
H. C. SMITH

NO. 11
CORREST COOPER



Signed

Box Address 306 . Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.27				0.27
Miles partially completed					
Miles completed	0.27				0.27
Total estimated quantities	474.4				604.81
Estimated quantities moved or placed to date	474.4				604.81
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING

RECEIVED
JUN 26 1953
FOR FILING

June 24, 1953

The Central Heating Co., Oreg. Ltd., &
F. L. Somers, Contractor
865 Olive Street
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, three fully executed copies of contracts which were awarded to you by the State Highway Commission as follows:

Contract No. 3944, for grading and paving on the Gold Hill (4th Ave. No. and 7th St. W.) Section in Jackson County, awarded May 19, 1953.

Contract No. 3945, for grading and paving on the Waldport (Fayette Streets) Section in Lincoln County, awarded May 19, 1953.

Contract No. 3948, for construction of bridges on the Thompson Creek Road in Jackson County, awarded May 25, 1953.

Copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

de
encls.

RECEIVED
MAY 1953
FOR FILING

315-1745

May 27, 1953

Ford W. Jones, City Recorder
City Hall
Gold Hill, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Gold Hill covering the improvement of Fourth Avenue N. from 4th Street W. to 7th Street W.; Seventh Street W. from Fourth Avenue N. to 2nd Avenue N.; a distance of approximately 0.30 mile, in connection with the \$250,000 Special City Allotment Fund.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 1

RECEIVED
MAY 1953
FOR FILING

215-177

May 20, 1953

Central Heating Company and F. L. Somers
865 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 awarded to you State Highway Contract No. 3944 for construction of the Gold Hill (4th Avenue North and 7th Street West) Grading and Paving Project in Gold Hill, Jackson County. This award was based on your bid of \$13,258.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glalayer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

chr

cc

H. G. Smith
S. H. Probert
W. M. Franswa, SIAC

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. E. HAGEMANN

2-20-53

John

In regard to letter, attached, from Glen E. Robert contacted the city officials of Gold Hill on February 16, 1953.

Mr. Fred Jones, City Recorder, informed the Mayor that he was present at the time of investigation and with their street man a Mr. Taylor, had asked to be allowed to do certain work on street, namely drainage and grading in order to possibly save money. He also stated that I had advised against this as I had found it was difficult to get smaller cities to accomplish work in a satisfactory manner and in time to allow a Contractor to get the contract work accomplished at the time he chose. But if city did not have needed funds would take a gamble that city could and would do the grading and drainage work.

He also stated that later developments proved Mr. Taylor was not able to do this work, but he, Mr. Jones, had failed to notify us.

The City Council met in special session and agreed to pay all costs over \$5000 out of present

street tax funds. Approximately \$2,100.

A copy of this resolution is also attached.

Mr. Tom Edwards was so informed and has issued orders to Mr. Roberts to include drainage and grading in plan & specifications.

A. C. Lyons.

CITY OF GOLD HILL

O. W. NEWLAND, MAYOR

FERD W. JONES, RECORDER-TREASURER

GOLD HILL, OREGON

Feb. 17, 1953.

Harold C. Ayres
Field Engineer
State Highway Commission
Salem, Oregon.

Dear Mr. Ayres:

At a special meeting of the Gold Hill city council held Feb. 16, 1953, all members of the council and the mayor being present, the council by unanimous vote approved the addition of drainage to the original plan for the Fourth Avenue and Seventh Street improvement project. The necessary funds, if such funds are needed beyond the \$15,000, will be dedicated from the Gold Hill State Tax Street allotment recently received from the State.

The council appreciates your patience and consideration in allowing a revision of estimates to include drainage.

Yours truly,



Ferd W. Jones
City Recorder.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
February 4, 1953

SUBJECT: City of Gold Hill Improvements

To: Mr. Tom Edwards
Division Engineer
Roseburg, Oregon

Attention: Mr. F.D. Morgan, Assistant Division Engineer

Dear Sir:

As per your letter of February 2 this is to advise that I have talked to Mr. Jones, City Recorder of the City of Gold Hill regarding the improvements to be made on Fourth Avenue and Seventh Street.

Mr. Jones states that the State was informed by a city street employee that the city would do certain work in connection with correcting the drainage. This man was not authorized by the city council to make any statements nor obligate the city. Mr. Jones has been authorized to be contact man between the state and the city.

He requested that we prepare the plans for a job as outlined for the proposed project and also to include grading and drainage and that if the estimate came to more than the amount allotted to this project he would recommend to the city that they pay to the state the difference. the city budget will be prepared in March or early April and if possible would like to have an estimate of cost to the city, if any, by that time.

Very truly yours,


Gleen E. Roberts

Gold Hill (4th Ave. & 7th St.) Section
Grading and Paving

<u>Item</u> <u>No.</u>	<u>Item</u>	<u>Quantity</u>		
1.	Structural Excavation, Unclassified	16 Cu. Yds	400	6400
2.	General Excavation, Unclassified	650 " "	125	812 50
3.	Finishing Roadbed and Slopes	0.27 mile	1000	270 00
4.	12-inch Concrete Pipe	120 Lin. Ft	2.50	300 00
5.	12-inch Sewer Pipe	60 " "	2 00	120 00
6.	Adjustment of Manholes	3 Only	75 00	225 00
7.	Coarse Material in Base	1350 Cu Yds	2 50	3375 00
8.	3/4"-0 Material in Base and Shoulders	410 " "	3 25	1332 50
9.	Sprinkling	36 M-Gal	3 00	108 00
10.	3/4"-0 Material in Binder Course	35 Cu Yds	4 00	140 00
11.	RS-2 Emulsified Asphalt in Binder Course and Pavement Seal	10 Tons	60 00	600 00
12.	Class "B" Asphaltic Concrete	610 "	8 00	4880 00
13.	Aggregate in Pavement Seal	20 Cu Yds	5 00	100 00
				12327 00
Total Amount of Bid \$				1540 88
				13,867 88
				425 00
				\$14,292 88

70.30

Gold Hill

Preliminary Estimate

Fourth Avenue N. from 4th Street W. to 7th Street W.;
 Seventh Street W. from 4th Avenue N. to 2nd Avenue N.
 a distance of approximately 0.30 mile

Place 6" of base rock and 3" of asphaltic concrete pavement
 20' wide

Preparation of base	0.30 mile	*1000	*300.00
3'-0 in base	1100 cu yds	2 ⁰⁰	2200.00
3'-4" in base and shoulders	525 cu yds	3 ⁷⁵	1968.75
Sprinkling	50 M gal	3 ⁰⁰	150.00
Rs 1 in binder and seal	15 tons	60 ⁰⁰	900.00
Class "B" asphaltic concrete	725 tons	9 ⁰⁰	6525.00
Aggregate in seal coat	20 cu yds	6 ⁰⁰	180.00
Preliminary Estimate of Construction Cost			*12,223.75
12 1/2% Engineering and Contingencies			1527.97
Preliminary Engineering			425.00
			*14,176.72

*14,200.00

H.C.A. 8-6-52

Gold Hill

6-24-52

Investigated Condition of 4th Avenue and 7th Street W. and use of same then contacted Ferd W. Jones, City Recorder and Street Superintendent

There is a large planing mill located on property fronting on 4th Avenue and the heavy loads of lumber are hauled over 4th Avenue and 7th Street and are causing considerable damage to streets.

Streets are in need of draining and also needs a grade raise as well as more base rock. City is now correcting the drainage in the town and say they will drain 4th Avenue and also raise the grade between 5th and 6th Streets

Believe we should recommend a project on these streets due to use by heavy unusual industrial traffic.

H. C. Ayers.

Scale in Feet

0 400 800 1600 2400

T. 36 S., R. 3 W., W.M.

16

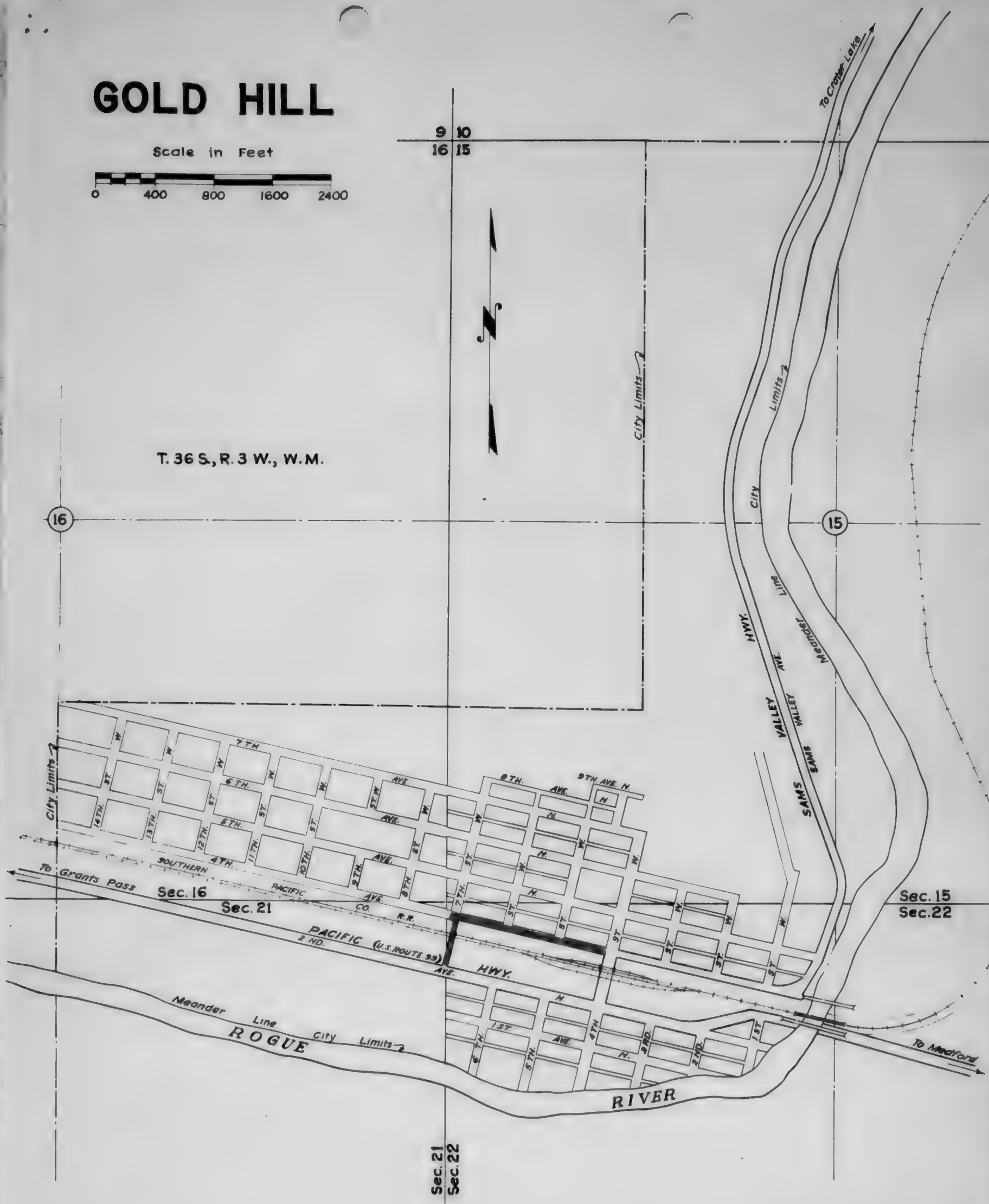
9	10
16	15

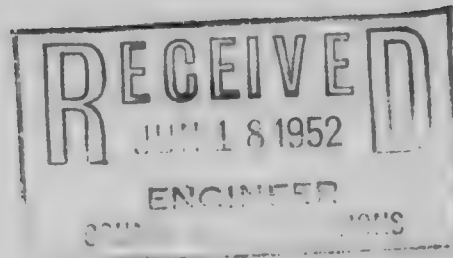
15

Sec. 15
Sec. 22

Sec. 21
Sec. 22

3-13-50





RESOLUTION 212

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Gold Hill is an incorporated city of the State of Oregon, and has a population of 619, as given by the latest official census, and

WHEREAS, the following streets of said city, Seventh Street from
2nd Ave. north to 4th Ave. (except the railroad right of way);
4th Ave. from 7th Street east to 4th Street; 4th Street from 2nd. Ave. south
to 1st Ave.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,
Seventh Street from 2nd Ave. north to 4th Ave.(except the railroad right of way);
4th Ave. from 7th Street east to 4th Street; and 4th Street from 2nd Ave. to
1st Ave.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of Gold Hill does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate City Recorder Ferd W. Jones as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 16 day of June, 1952.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

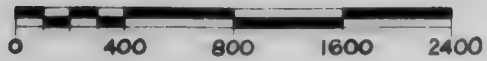
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Gold Hill at a regular or special meeting of said council, held on the 16 day of June, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16 day of June, 1952.

Ferd W. Jones
City Recorder

GOLD HILL

Scale in Feet



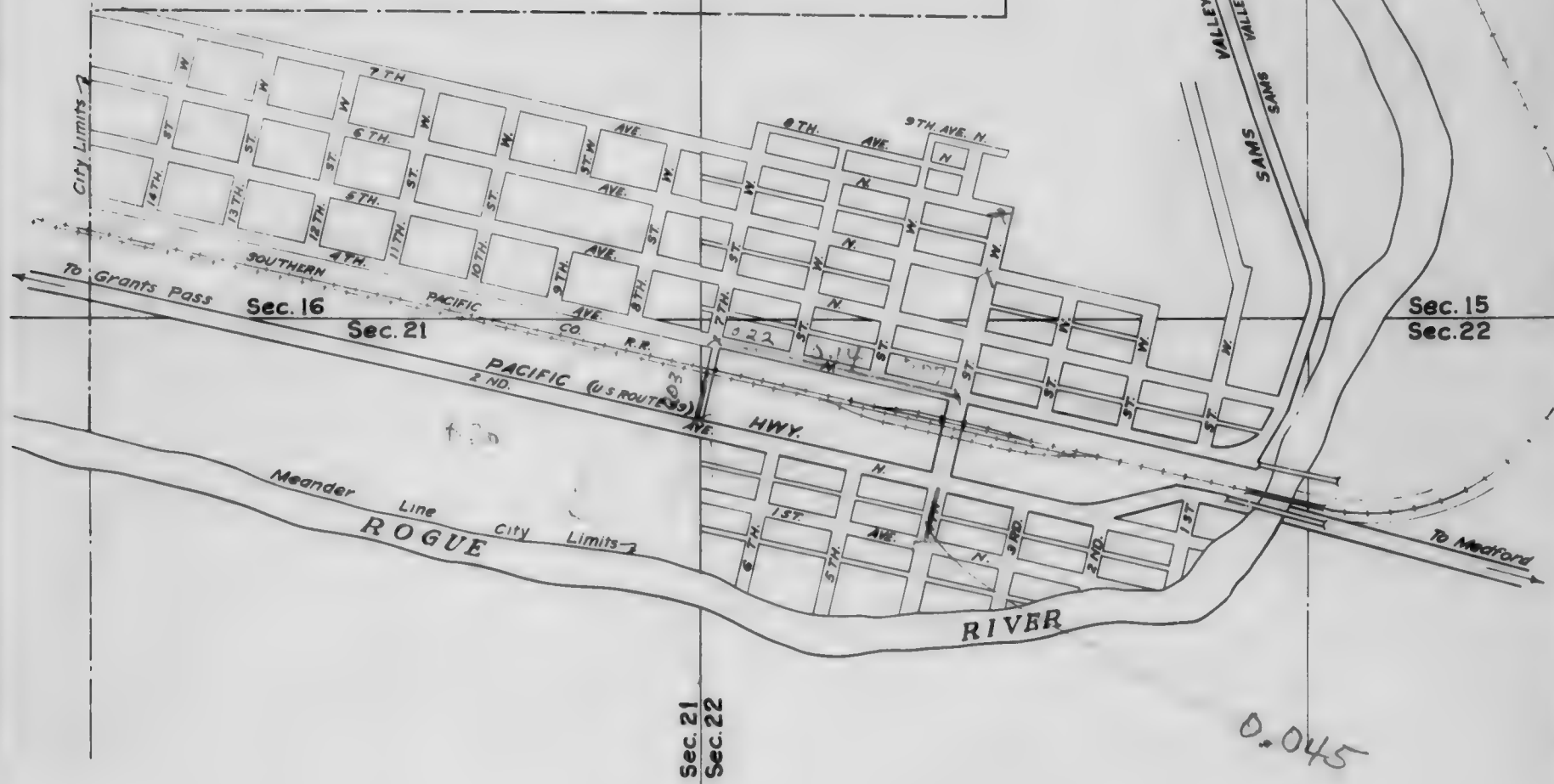
9 10
16 15



T. 36 S., R. 3 W., W.M.

16

15



321-1708 Maldport (Fayette St.) Sec., 1953
Grading & Paving Proj.
#3345

OREGON STATE HIGHWAY DEPARTMENT
(date)

Nov. 27, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3945

2-final

The Central Heating Co. Oregon Ltd &

(VOUCHER NO.)

(WARRANT NO.)

F. L. Somers
(AMOUNT)

(DATE)

22899

B-81068

\$ 500.00

11/25/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 15, 1953

Time Extensions: Extended to Oct. 10, 1953 without penalty

Completion Date: Oct. 9, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-30-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

W. H. Winklaender

11-30-53, g/

DEIVE
NOV 19 1953
OR FILING

121-1112
2245

November 17, 1953

The Central Heating Co.Oreg.Ltd. &
F. L. Somers
665 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 29, 1953, had under discussion your request for an extension of time from September 15 to October 10, 1953 within which to complete your contract No. 3945, for grading on the Waldport (Payette St.) City Street Section in Lincoln County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

cl

cc: J. D. Walker,
Division Engineer

Kenneth Boardman,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
NOV 12 1953
FOR FILING

331-1768
3945

November 12, 1953

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Wash.

Gentlemen:

State Highway Contract No. 3945 for grading on the
Airport (Fayette St.) City Street Section in Lincoln County
was completed by the contractor, The Central Heating Co. Oreg.
Ltd. & F. L. Somers, on October 9 and was formally accepted
by the Highway Commission on October 29, 1953.

Final payment in the amount of \$500.00 will be re-
leased to the contractor on or after November 23, 1953. The
total contract amount is \$9,684.73 and no force account work
was performed on the project.

The state is not advised of any unpaid claims for
labor or materials or of the existence of any claims, debts,
dues or demands incurred in the performance of such work and
remaining unsatisfied, and the state assumes no responsibil-
ity for such claims should there be any.

This notice is sent to you as you appear as surety
on the performance bond furnished by the contractor. Please
acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Siegenthaler & Stevenson
Titus Bldg.
Eugene, Oregon

Portland Branch Office

NOTED ON CARD

11-12-53

RECEIVED
FOR FILM

3-1-17

November 2, 1953

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to The Central Heating Co. Oreg. Ltd. & F. L. Somers in connection with contract No. 3945, for grading on the Waldport (Fayette St.) City Street Section, Lincoln County.

This payment, in the amount of \$9,164.73, will be released to the contractor on or after November 12, 1953. The retained percentage is \$500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc:

Siegenthaler & Stevenson
Titus Bldg.
Eugene, Oregon

Portland Branch Office

NOTED ON CARD

11-2-53

RECEIVED
OCT 26 1953
FOR FILING

1-11-53

October 22, 1953

request for extension of time
No. 24
October 29 and 30 meeting

Oregon State Highway Commission

Attention:

Herewith is a request from Central Heating Company, Oregon Limited, and F. L. Somers for an extension of time on the grading and paving of Fayette Street in Saldport, Contract No. 2943, from September 15, 1953 to October 10, 1953.

It was anticipated that the paving on this project would be done at the same time as the paving on the Newport-Toledo Section. Because of noncompletion of grading and paving on the large contract prior to September 15, it was impractical to bring in a plant for this small project. The delay has caused no additional cost, and I recommend that the extension of time be granted without penalty.

Very truly yours,

E. H. Salasor
State Highway Engineer

Attachment

cc Mr. H. G. Smith

HGS: lg

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 10, 1953, 19

Section Waldport (Fayette Street) Kind of work Grading & Paving
 Highway City Street Section prefix 321-1708
 Contractor Central Heating Co., & F.L. Somers Contract number 2945
 Date of contract May 19, 19 53 Date of completion September 15, 19 53
 Date work started September 15, 19 53 Estimated date of completion October 9, 1953, 19
 Amount of contract \$ 11,873.89 Per cent of time elapsed 120.8 %
 Estimated cost of completed project, exclusive of engineering \$ 9,884.73
 Per cent of contract completed, based on total contract price %
 Engineering cost to date \$ 10.34, 45.1 % Date project was completed October 9, 1953, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

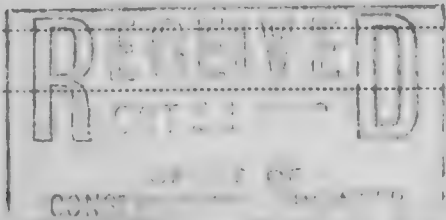
Monday, put down 196 tons class "B" Asphalt. George Shull inspecting.

Thursday and Friday, placed rock on shoulders and cleaned up. Cannon

Jones inspecting.

NOTED
 FORREST COOPER

NOTED
 FORREST COOPER



Signed

Harold Boardman

Address

P.O. Box 37, Newport.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.14	0.14			0.14
Miles partially completed					
Miles completed	0.14	0.14			0.14
Total estimated quantities	265 ^{80 Hr.}	1,158			440 T
Estimated quantities moved or placed to date	265 ^{80 Hr.}	1,003			394.14
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	13				

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					3	1	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons					9		
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 26 1953
FOR FILING

June 24, 1953

The Central Heating Co., Oreg. Ltd., &
F. L. Somers, Contractor
865 Olive Street
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, three fully executed copies of contracts which were awarded to you by the State Highway Commission as follows:

Contract No. 3944, for grading and paving on the Gold Hill (4th Ave. No. and 7th St. W.) Section in Jackson County, awarded May 19, 1953.

Contract No. 3945, for grading and paving on the Waldport (Hayette Streets) Section in Lincoln County, awarded May 19, 1953.

Contract No. 3948, for construction of bridges on the Thompson Creek Road in Jackson County, awarded May 25, 1953.

Copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

do
encls.

RECEIVED
MAY 27 1953
FOR FILING

21-1105
3942

May 26, 1953

Mrs. Neta Twombly, City Recorder
City Hall
Waldport, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Waldport covering the improvement of Fayette Street from Alsea Highway westerly to Bay Street, a distance of approximately 0.14 mile, in connection with the \$250,000 Special City Allotment Fund.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 1

RECEIVED
MAY 1 1953
FOR FILING

311-1111
2745

May 20, 1953

Central Heating Company and F. L. Somers
865 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 awarded to you State Highway Contract No. 3945 for construction of 0.14 mile of grading and paving in Waldport, Lincoln County. This award was based on your bid of \$11,162.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

chr

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC

RECEIVED
APR 3 1953
FOR FILING

321-1758
3945

April 1, 1953

Heta Twombly, Recorder
City of Waldport
Waldport, Oregon

Dear Madam:

This will acknowledge your letter dated March 28, making inquiry as to whether the State contemplates doing any oiling by state forces in the vicinity of Waldport, this year.

I am sorry to advise you that we have no oiling scheduled by state forces or contract in the Waldport area this season. However, I am advised that a small city project is scheduled for contract letting which calls for some concrete asphaltic paving; therefore, the City might consider the substitution of some asphaltic concrete paving in lieu of the O-11 type of oil mat in which you are interested.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:ter

cc Mr. E. A. Collier
Mr. J. D. Walker
Mr. John Cattrall

11-8-52



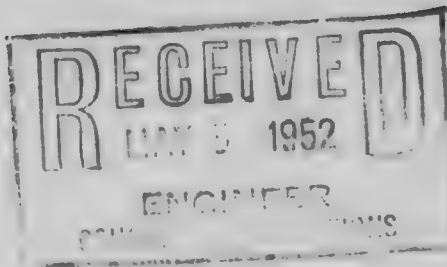


WALDPOR

Scale 1"=800'

NOTE: City Limits is ordinary low waterline.

5-1-52



RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

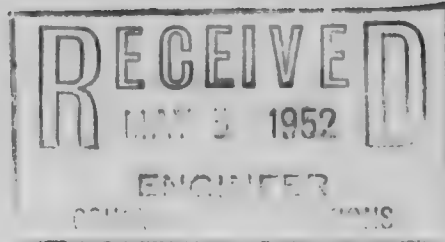
WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Thaldport is an incorporated city of the State of Oregon, and has a population of 682, as given by the latest official census, and

5-1-52



RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Thaldport is an incorporated city of the State of Oregon, and has a population of 682, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

Are Fayette and Bay Streets

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

extend Fayette Street through Hyes
due to excessive travel by logging trucks
and removal of short turn hazards

Bay Street - black top needed due to School
Bus and other traffic

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of Kuldpark does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate C. E. Hall Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1 day of May, 1952.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Kuldpark at a regular or special meeting of said council, held on the 1 day of May, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 1 day of May, 1952.

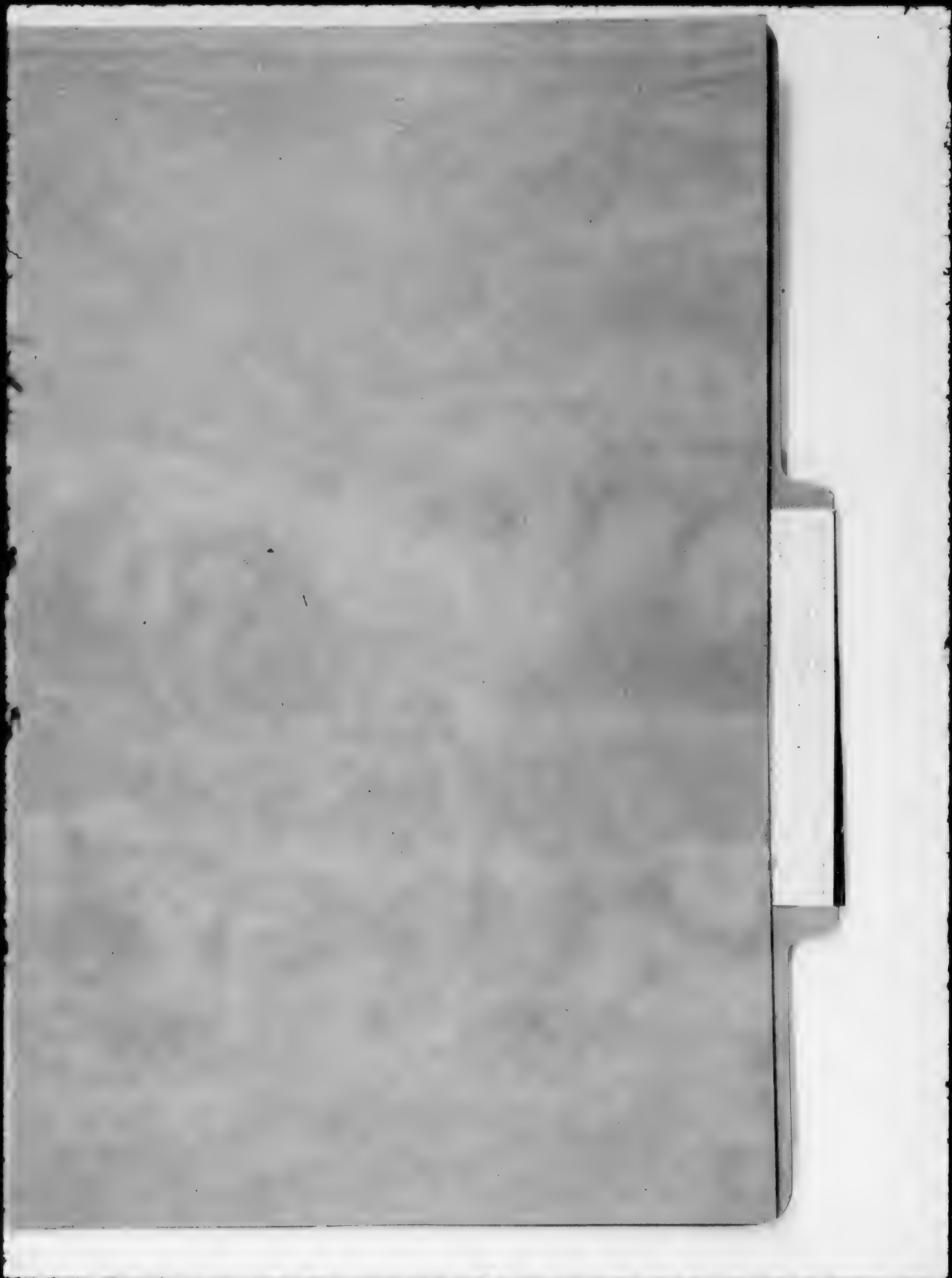
Heta Assembly
City Recorder



WALDPOR

Scale 1"=800'

Rev. 8-18-49



OREGON STATE HIGHWAY DEPARTMENT
(date)

October 1, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3946

3-Final

Warren Northwest, Inc.

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

19136

R-77295

\$ 500.00

9/30/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

J. B. Glaisyer
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1953

Time Extensions: None

Completion Date: Aug. 15, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-1-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

10-2-53

RECEIVED
FILE FILING

121-161-
3147

September 10, 1953

Agenda
9-24-53
H/K-H

Oregon State Highway Commission

Gentlemen:

We have a very small construction project in Troutdale which involved the removal of deep gutters along the east line and the repaving of the existing street. The project authorization for this work was \$6,170.06, but in order to provide adequate connections to the existing street it was found necessary to use some additional asphaltic concrete, which overran the project authorization \$944. While this is a minor amount, it is in excess of your limitations percentage-wise, and it is, therefore, requested that you approve the increase in project authorization on Contract No. 3946, Troutdale Section, in the amount of \$944.

Very truly yours,

E. H. Haldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Nelson
Mr. H. G. Smith

WCW:me lg

RECEIVED
SEP 15 1953
FOR FILING

15-1612

September 15, 1953

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3946 for work performed on the Troutdale Section of the Crown Point Highway in Multnomah County was completed by the contractor, Warren Northwest, Inc., on August 15, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of \$500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is \$6,574.31 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
1953
FOR FILING

- 1612

September 1, 1953

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. in connection with contract No. 3946, for grading and paving on the Troutdale Section of the Crown Point Highway in Multnomah County.

This payment, in the amount of \$4,859.31, will be released to the contractor on or after September 11, 1953. The retained percentage is \$500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

August 27th, 1953

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Under date of August 24th M. Young submitted semi-final estimate on the Troutdale Project, contract No. 3946 to Warren Northwest. You will note that the original authorization for this project was \$6,170.06, and the final cost totaled \$7,064.31. This indicates an overrun of \$894.25, but due to the small size of the contract, the percentage overrun is 14.5%. The overrun was mainly in 2-1/2"-0 material in base, and in class "B" asphaltic concrete.

The job in general consisted of filling the excessively crowned south side of the street, paving, and connecting in the cross streets to the adjusted grade. The street connections required more material than was originally estimated, and the original estimate was also low on the class "B" asphaltic concrete required. The paving project was completed in one long day, and although it was held down to the minimum thickness established, it was impossible to determine the total requirement until after the job was completed.

In Mr. Baldock's circular letter No. 539, July 9, 1948, it states that an explanation shall be submitted by the Division Engineer when it is anticipated that the cost will materially overrun the authorization. However, he also states that a material increase is considered to exist when this increase amounts to more than \$2000.00 in a project costing less than \$100,000.00.

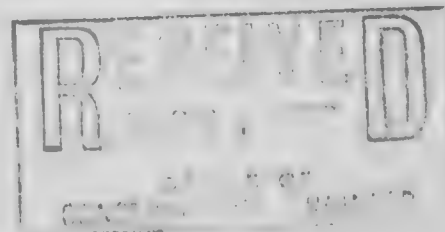
Yours very truly,



A. G. SKELTON
Division Engineer

AGS:w
cc: W. J. Scofield

REFERRED TO
Williams
By Construction Engineer



OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

126-1612

For Week Ending August 22, 1953

Section Troutdale Kind of work Grading & Paving
 Highway Crown Point Section prefix 126-1612
 Contractor Warren Northwest, Inc. Contract number 3946
 Date of contract May 19, 1953 Date of completion August 15, 1953
 Date work started June 25, 1953 ~~Estimated~~ date of completion August 15, 1953
 Amount of contract \$ 5,731.30 Per cent of time elapsed 91.4 %
 Estimated cost of completed project, exclusive of engineering \$ 6,574.31
 Per cent of contract completed, based on total contract price 100 + %
 Engineering cost to date \$ 490.00, 111.7% % Date project was completed August 15, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

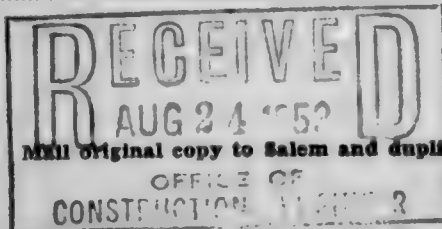
The project was completed on August 15, when the shoulders were constructed. There remains a small water pocket at Dora Street to be spot sealed. This work will be done by State maintenance crews.

NO
 ARREST COULDER

NOTED
 B. A. MARTIN

NOTED
 E. A. PEASE

NOTED



Signed Willard J. Scofield
 Willard J. Scofield Res. Eng'r.
 Address Portland 2, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

RECEIVED
JUL 1 1953
FOR FILING

1-16-11
2-14-12

June 22, 1953

Warren Northwest, Inc..
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 3946, which was awarded to you on May 19 by the State Highway Commission, for grading and paving on the Troutdale Section of the Crown Point Highway in Multnomah County.

An executed copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 20 1953
FOR FILING

120-1114

May 20, 1953

Warren Northwest, Inc.
P. O. Box 5074
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 awarded to you State Highway Contract No. 3946 for construction of 0.19 mile of grading and paving on the Troutdale Section of the Crown Point Secondary Highway in Multnomah County. This award was based on your bid of \$5,484.50 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

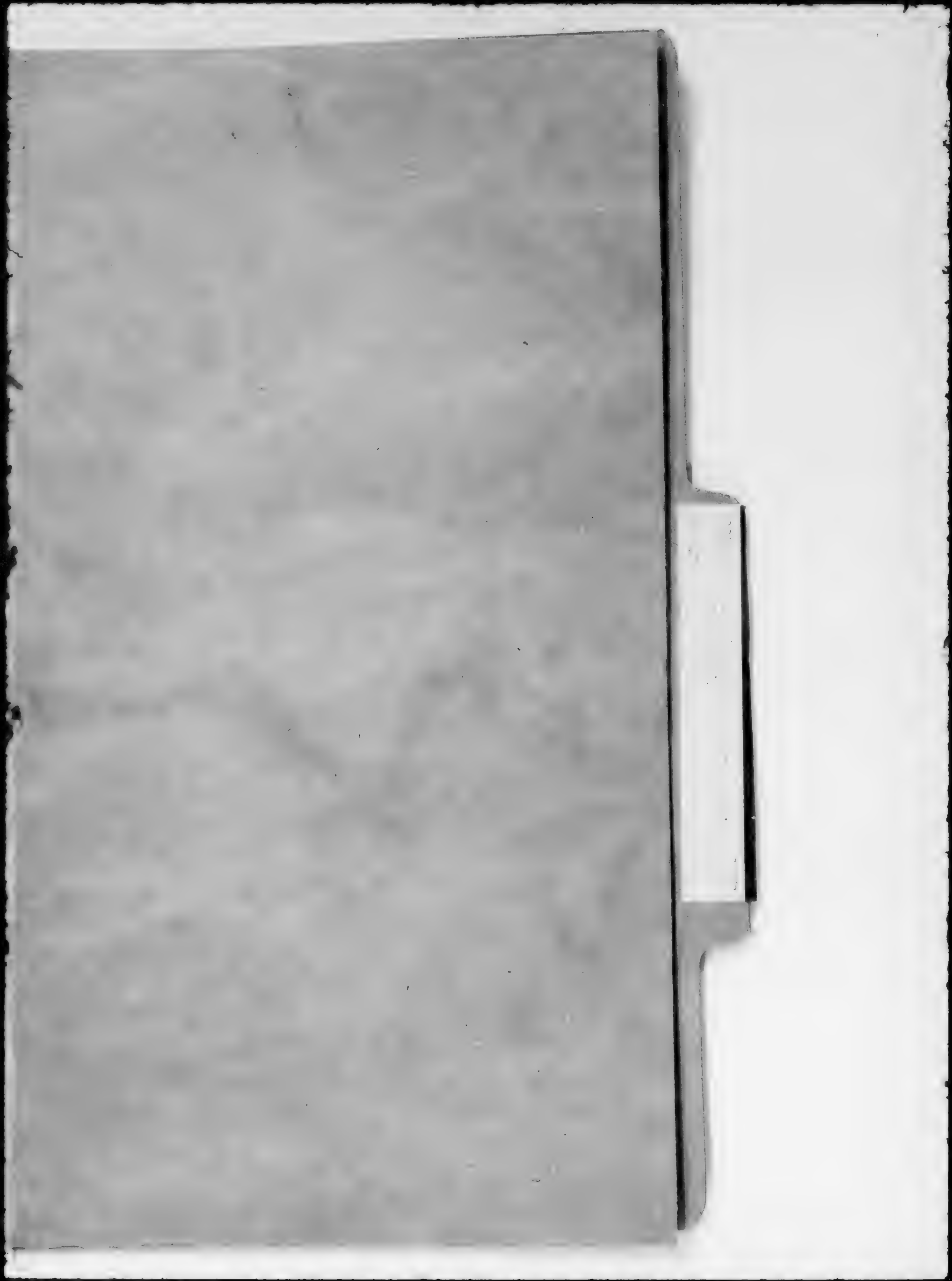
H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

chr

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC



OREGON STATE HIGHWAY DEPARTMENT

(date)

Jan. 8, 1954

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3947

3-final

H. J. & H. W. Miller

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

25730

83900

\$ 501.24

Jan. 6, 1954

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: Sep. 2, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-11-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

HB Glaisyer
by Floyd Querry

NOTED ON CARD

Warrant Mailed:

aw

RECEIVED
NOV 4 1953
FOR FILING

November 3, 1953

Glens Falls Indemnity Co.
Pacific Coast Department
Wills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3947 for grading and paving on the Lostine (Resort St.) City Street Section in Wallowa County was completed by the contractor, H.J. & H.W. Miller, on September 2 and was formally accepted by the Highway Commission on October 29, 1953.

Final payment in the amount of \$501.24 will be released to the contractor on or after November 13, 1953. The total contract amount is \$12,964.25, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

21

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED

FOR FILING

October 1, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to H. J. & H. W. Miller on contract No. 3947, for grading and paving on the Lostine (Resort St.) City Street Section in Wallowa County.

This payment, in the amount of \$4,628.06, will be released to the contractor on or after October 10, 1953. The retained percentage is \$500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

13-1-53

City of Lostine

Lostine, Oregon

Sept. 11th, 1953.

A C C E P T A N C E .

Mr. E. G. Bickmore, State Highway Dep't,
La Grande, Oregon.

Dear Sir:

This is to inform you that on Sept. 8th, 1953, the Council moved to accept the work done on Wallowa Street by the State Highway Department in August.

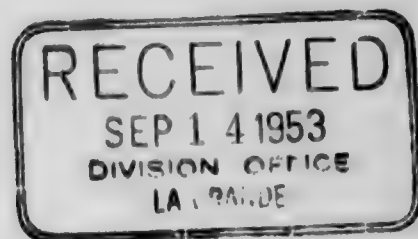
They wish to express their appreciation for the way it was surfaced and managed. The Town is really feeling happy that you joined with it in considering its needs.

Again, thanking you for the interest taken,
and for your efforts in the work,

Sincerely,

Sadie B. Hall

Sadie B. Hall
City Recorder.



OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 4, 19 53

Section Lostine (Resort Street) Kind of work Grading & Paving
 Highway City Street Section prefix 332-1705
 Contractor H.J. & H.W. Miller Contract number 3947
 Date of contract May 19, 19 53 Date of completion July 31, 19 54
 Date work started July 22, 19 53 ~~Estimated~~ date of completion Sept. 2, 19 53
 Amount of contract \$ 12,802.00 Per cent of time elapsed 17 %
 Estimated cost of completed project, exclusive of engineering \$ 12,963.01
 Per cent of contract completed, based on total contract price 100 %
 Engineering cost to date \$ 1190.00, 116 % Date project was completed Sept. 2, 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday-Contractor shaping up shoulders and slopes.

Tuesday - Same as Monday

Wednesday - Contractor completed project.

Office Crew

One man all week on finaling project.

NOTED
H. C. SMITH

NOTED
FORREST COOPER

Signed H. J. MillerAddress Enterprise

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.4				0.4
Miles partially completed					
Miles completed	0.4				0.4
Total estimated quantities	2100	500			800 ton AC
Estimated quantities moved or placed to date	2800	467			788.11 ton AC
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers 1....., Sheep-foot rollers, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday			
Friday			
Saturday			

RECEIVED
FOR FILING

33-17
247

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

1206

Salem Org July 31 1953

Chas. H. Reynolds
State Highway Commissioner
La Grande Org

Contractor Miller promises paving Lostine job will start
August 5th

R. H. Baldock

THE COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery of any message received for transmission at the unreserved rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery of any message received for transmission at the reserved rate beyond the sum of one hundred dollars; nor for mistakes or delays in the transmission or delivery of any message received for transmission at the unreserved rate beyond the sum of one hundred dollars; nor for mistakes or delays in the transmission or delivery of any message received for transmission at the reserved rate beyond the sum of one hundred dollars.
2. In any event the Company shall not be liable for mistakes or delays in the transmission or delivery of any message received for transmission at the unreserved rate beyond the sum of one hundred dollars; nor for mistakes or delays in the transmission or delivery of any message received for transmission at the reserved rate beyond the sum of one hundred dollars; nor for mistakes or delays in the transmission or delivery of any message received for transmission at the unreserved rate beyond the sum of one hundred dollars; nor for mistakes or delays in the transmission or delivery of any message received for transmission at the reserved rate beyond the sum of one hundred dollars.
3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company which may be necessary for the transmission of the message. The amount paid for the transmission of a domestic telegram in excess of ten cents will be no additional charge for the service of the sender. The limits of the Company's service are shown by the rates of transmission of a domestic telegram. The limits of the Company's service are shown by the rates of transmission of a domestic telegram.
4. Except as otherwise indicated in connection with the following limits: in cases of two or more individual places in the filed capital of the Company, the amount paid for the transmission of a domestic telegram in excess of ten cents will be no additional charge for the service of the sender. The limits of the Company's service are shown by the rates of transmission of a domestic telegram.
5. No responsibility attaches to this Company concerning messages until the same are accepted at the office of the sender. If it is not collected from the address, with the understanding that the sender authorizes the collection of the same, the Company will not be liable for damages or delay in the transmission of the message. The limits of the Company's service are shown by the rates of transmission of a domestic telegram.
6. The Company will not be liable for damages or delay in the transmission of the message if it is not collected from the address, with the understanding that the sender authorizes the collection of the same, the Company will not be liable for damages or delay in the transmission of the message. The limits of the Company's service are shown by the rates of transmission of a domestic telegram.

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

UNION

W. P. MARSHALL, PRESIDENT

LT=Int'l Letter Telegram
VLT=Int'l Victory Ltr.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

PRA013 ;
PR.BOA023 PD=TDBO JOSEPH ORG 31 702AMM
=R H BALDOCK=
:STATE HIGHWAY ENGINEER STATE OFFICE BLDG SALEM ORG=
:PAVING ON LOSTINE JOB WILL START AUGUST 5TH:
=H J MILLER=

Wire to Reynolds
Contract Miller promise paving Lostine job will start
May ~~10~~ fifth.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JUN 24 1953
FOR FILING

2 - 12
3747

June 22, 1953

H. J. & H. W. Miller
218 Bridge St.
Baker, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 3947, which was awarded to you on May 19, 1953 by the State Highway Commission, for grading and paving on the Lostine (Resort Street) Section in Wallowa County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 1953
FOR FILING

100-1705
3449

May 27, 1953

Sadie B. Hall, City Recorder
City Hall
Lostine, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Lostine covering the improvement of Resort Street from Wallowa Lake Highway to southerly city limits, a distance of approximately 0.40 mile, in connection with the \$250,000 Special City Allotment Fund.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
enc. 1

RECEIVED
MAY 1953
FOR FILING

232-1115

May 20, 1953

H. J. and H. W. Miller
Baker, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 awarded to you State Highway Contract No. 3947 for construction of 0.4 mile of grading and paving on the Lostine (Resort Street) Grading and Paving Project in Wallowa County. This award was based on your bid of \$12,804.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

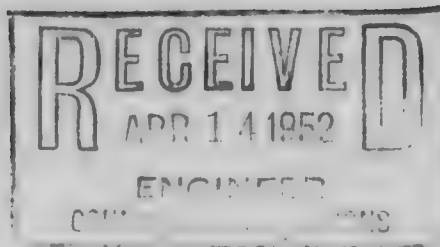
H. B. Glatoyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

chr

cc H. G. Smith
S. H. Probert
W. M. Franawa, SLAC



R E S O L U T I O N

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

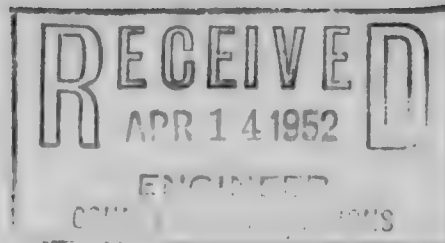
and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Lostine is an incorporated city of the State of Oregon, and has a population of 178, as given by the latest official census, and



RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars (\$250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (\$250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Lostine is an incorporated city of the State of Oregon, and has a population of 178, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

Resort Street

Wallowa

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Resort Street

Wallowa

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues.

4. That the City of Lostine does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Mayor
M. Crow as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7th day of April, 1952.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Lostine at a regular or special meeting of said council, held on the 7th day of April, 1952, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8th day of April, 1952.

Sadie B. Hall
City Recorder



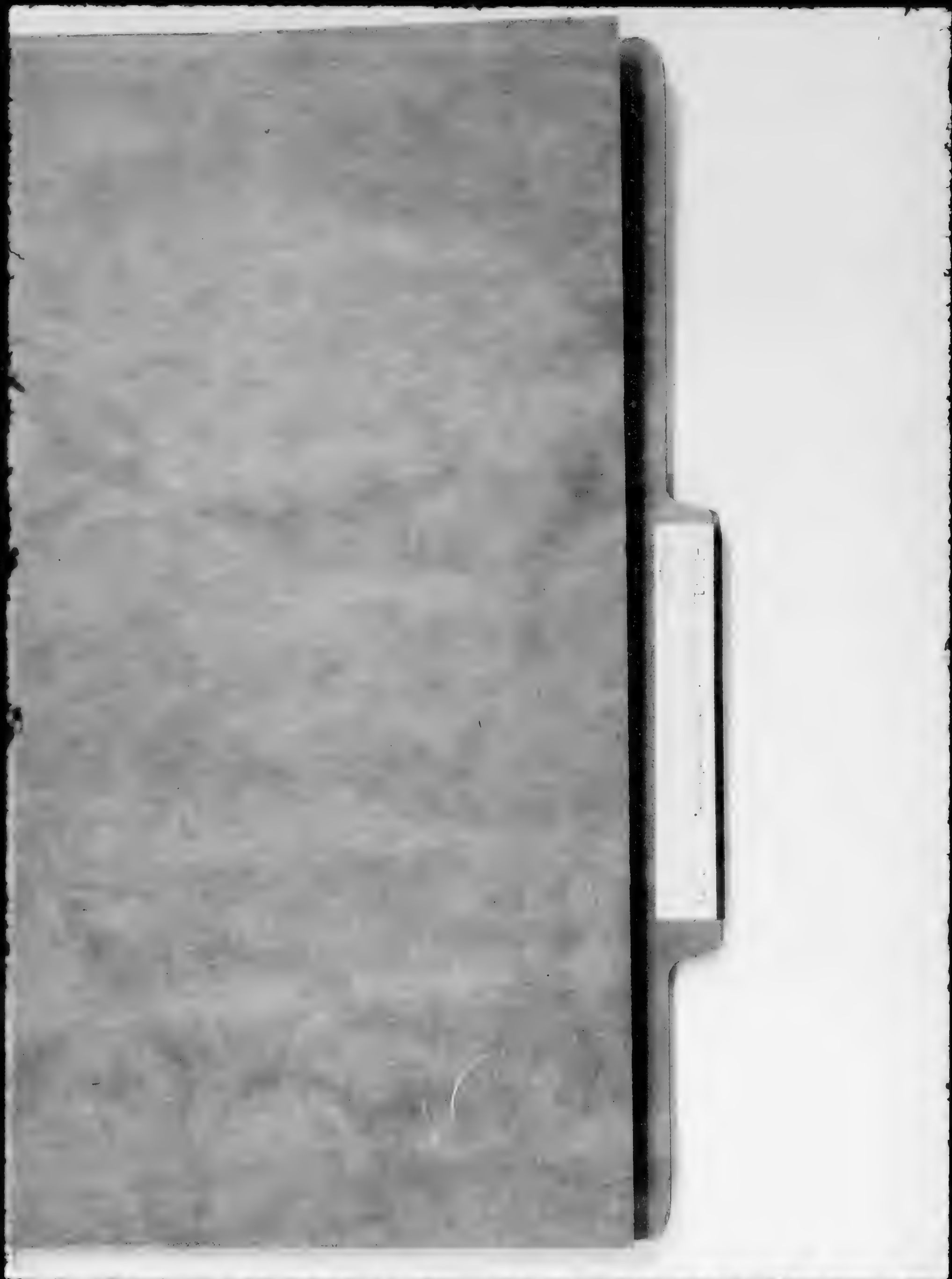
LOSTINE

Scale: 1'-800'

WALLOWA COUNTY

T.15. R.43E.

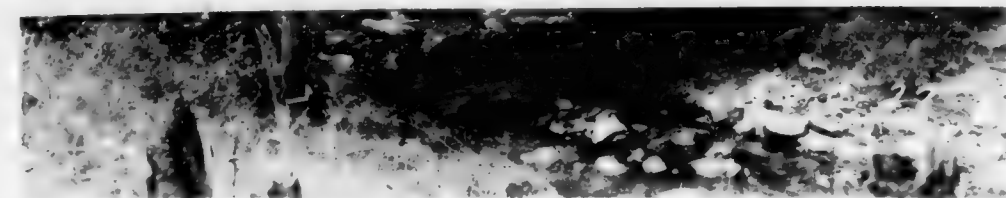
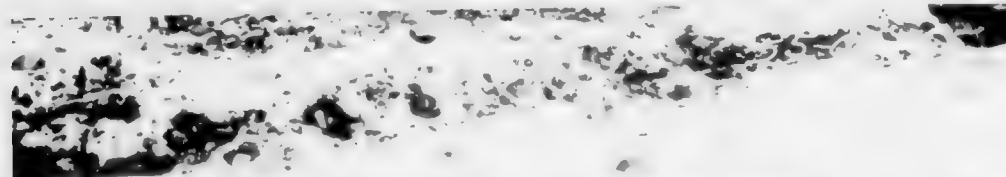
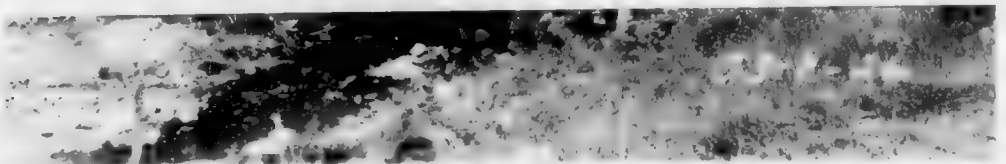
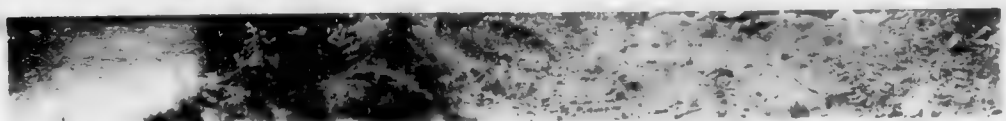
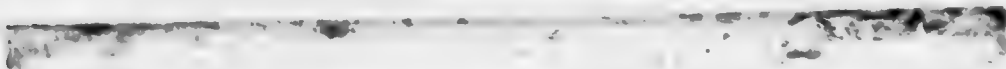
Revised 5-17-52

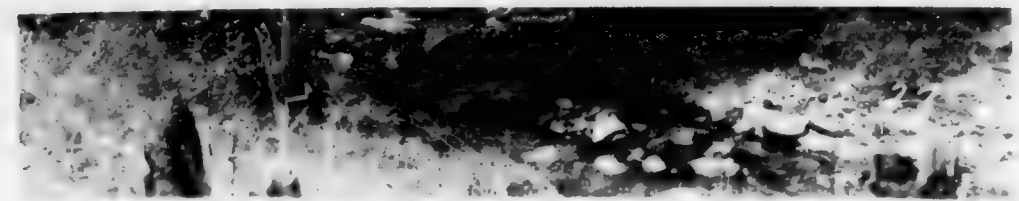
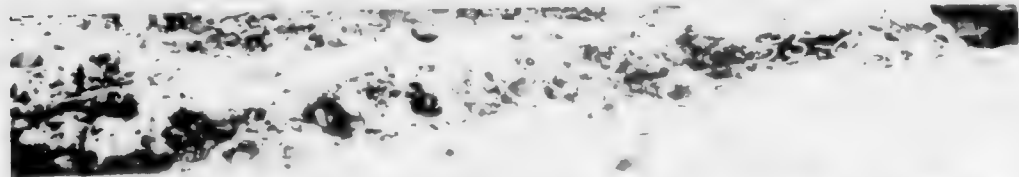
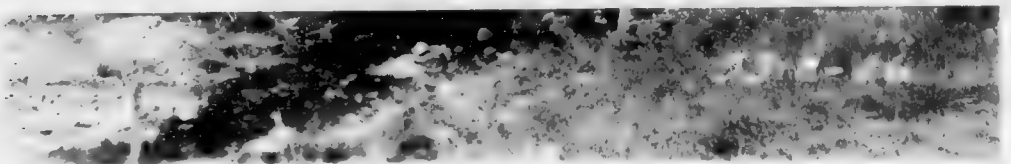
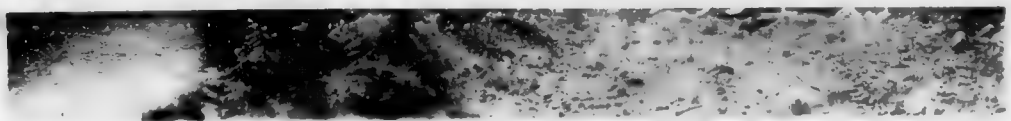


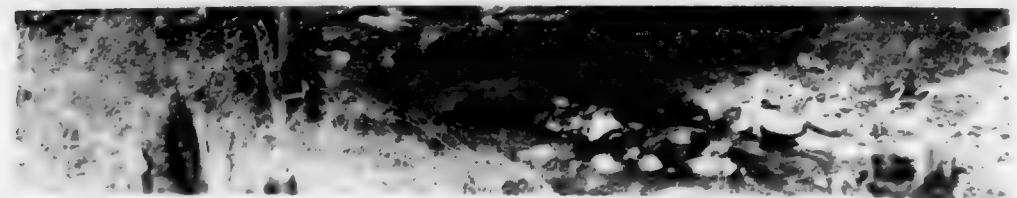
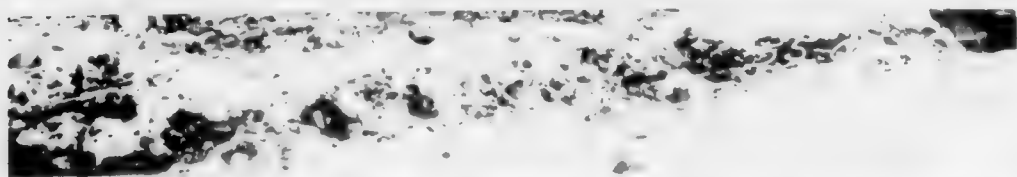
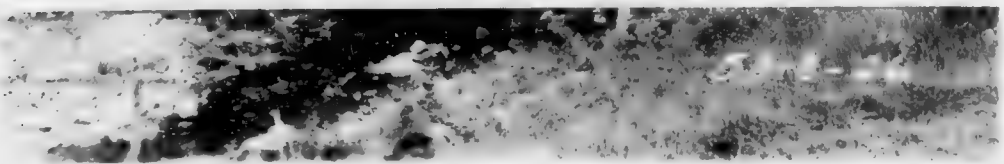
FAS County Contract No.

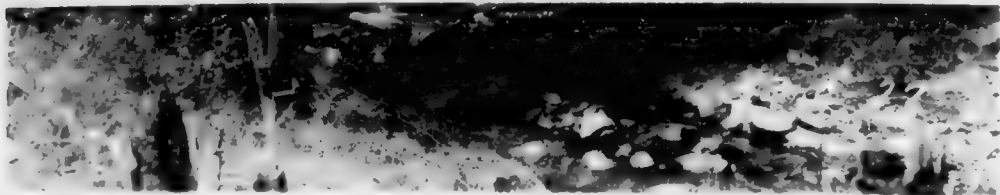
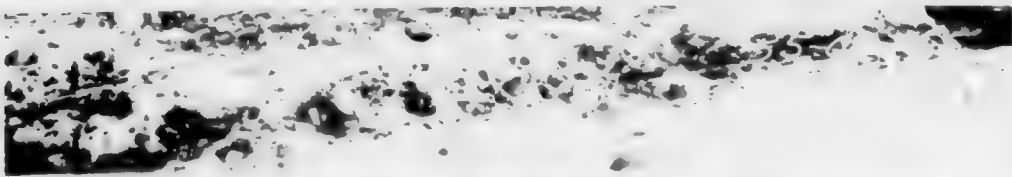
Section

Location

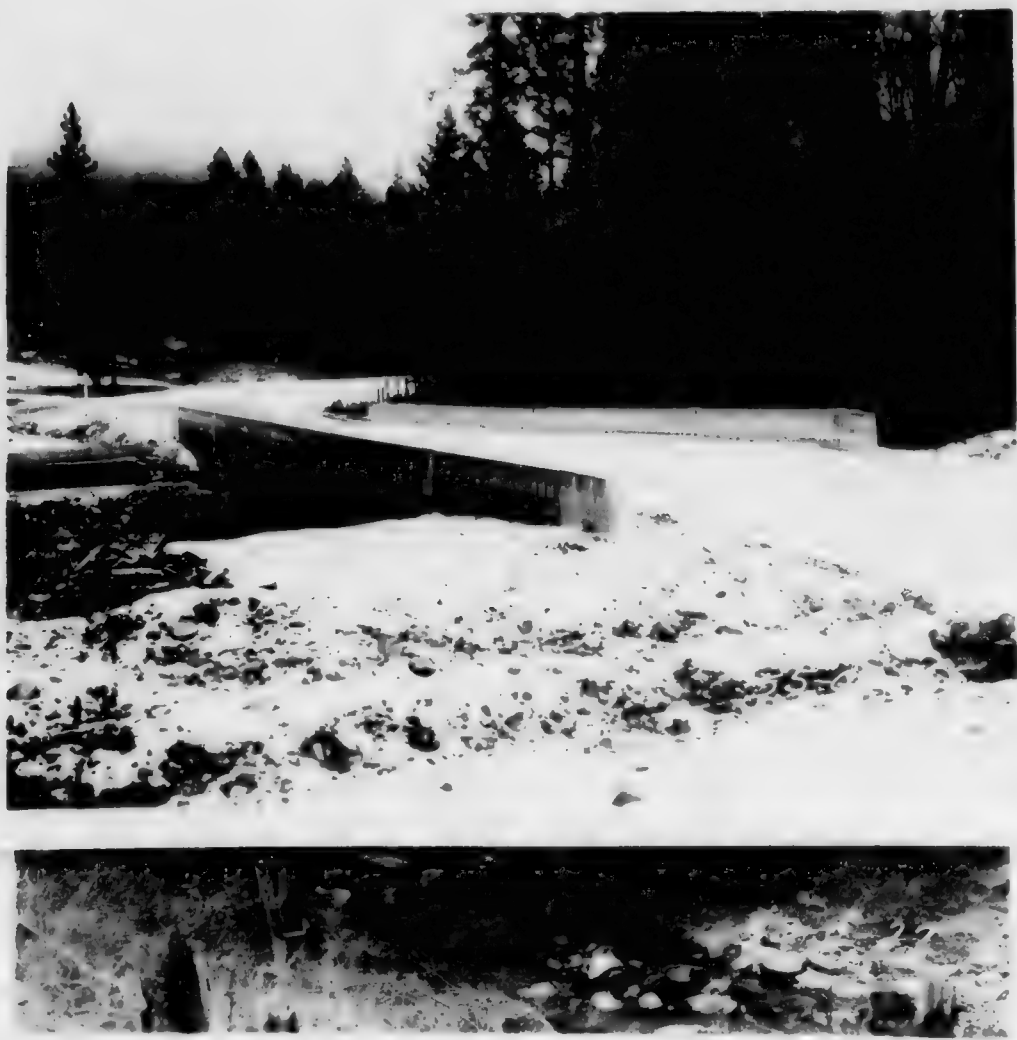




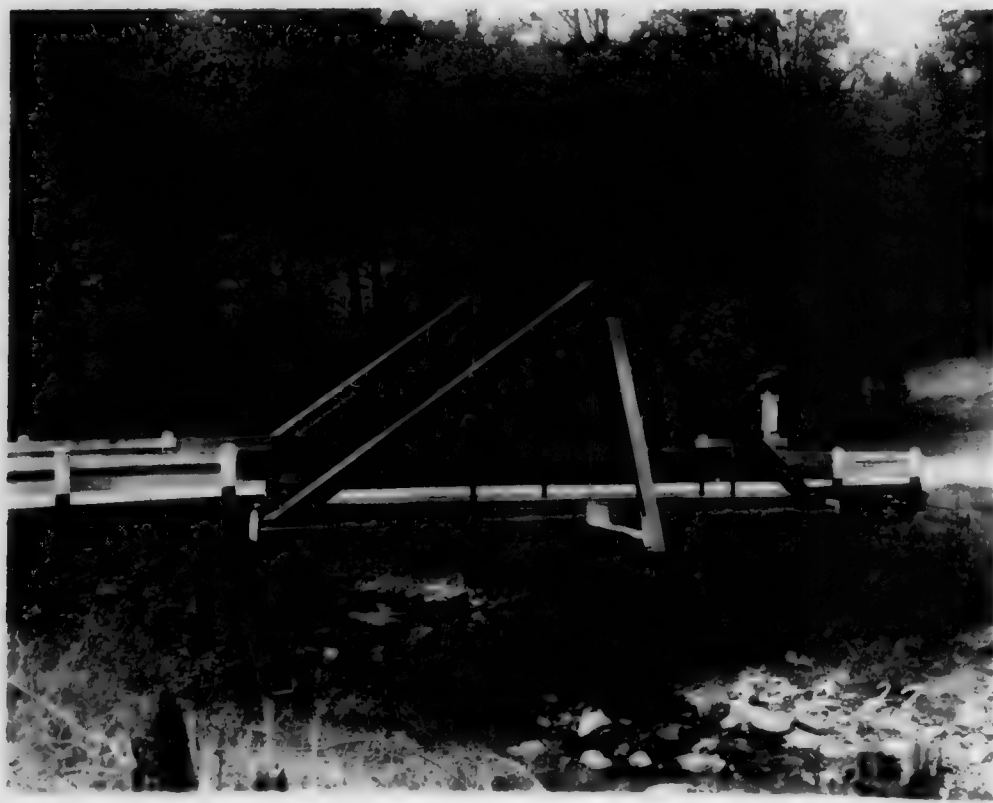




1. 1911



1 page 100



4. prior

T₁

T₂

IV

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

October 11, 1954

Jackson County Court
Court House
Medford, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

Attached is a "Statement of Final Costs" covering the Thompson Creek bridges on FAS 558. As per the County Court's letter of August 13th, the refund due Jackson County of \$2,016.71 is being retained as part of the advance deposit in connection with the Cameron bridge on FAS 559.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

cc: Mr. Paul Rynning, County Engineer

OREGON STATE HIGHWAY DEPARTMENT
 ITEMIZED STATEMENT OF FINAL COSTS
 THOMPSON CREEK BRIDGES, FAS 558
 JACKSON COUNTY
 CONTRACT NO. 3248

October 9, 1954

Payments to Contractor

Item	Quantity	Unit	Total
1. Structural excavation	342.66	c.y.	\$10.00
2. Excavation below elevation shown	--		10.00
3. Class "A" concrete	470.24	c.y.	64.00
4. Metal reinforcement	132,154	lbs.	0.12
PA 11 Cement adjustment	15.42	bbbl.	4.15

Subtotal \$49,444.43

Furnish curb Markers \$ 36.69

Construction Engineering \$ 3,343.46

Total Construction Costs \$52,824.58

Federal Funds Collected for this Project \$32,458.00

Agreed County Share of Total Costs

Sum of Difference between Total Costs and Federal Funds
 (\$52,824.58 - \$32,458.00) = 12 = \$20,366.58

County Advance Deposit \$12,200.00
 Less County's Share of Costs 10,183.29

Refund due Jackson County \$ 2,016.71

NOTE: As per letter of August 13, 1954, signed by the Jackson County Court, this refund has been applied towards Jackson County's share of the costs for the Cameron Bridge project on FAS 559.

JFH:am

NOTED
V. R. JONES

May 17, 1954

Mr. Paul Rynning
Jackson County Engineer
Court House
Roseburg, Oregon

NOTED
Harold C. Ayers

Dear Mr. Rynning:

This is to advise you that work on Contract No. 3993, Thompson Creek Bridges project on the Thompson Creek Road, FAS 558, in Jackson County was completed on January 21, 1954.

Under the terms of the maintenance agreement signed by the County Court on May 7, 1953, and by the State Highway Commission on May 19, 1953, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JDG:MM

S-132(1)

OREGON STATE HIGHWAY DEPARTMENT

(date)

Feb. 25, 1954

(CONTRACT NO.) 3748

(EST. NO.)

(CONTRACTOR)

3948

(VOUCHER NO.)

7-final

(WARRANT NO.)

The Central Heating Co. Oregon Ltd.
& F. L. Somers

(AMOUNT)

(DATE)

2911

B-87739

\$ 5,080.13

2/19/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

W. H. Glaisyer
ACCOUNTING DIVISION

Specified completion Date: 12-31-53

Time Extensions: None

Completion Date: Dec. 16, 1953

Date Accepted: Jan. 21, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-26-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

3-1-54, JK

RECEIVED
JAN 27 1954
FOR FILING

3-120-11
3748

January 26, 1954

United Pacific Insurance Company
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway contract No. 3948 for work performed on the Thompson Creek Section of the Thompson Creek Road in Jackson County was completed by the contractor, The Central Heating Co. Oregon, Ltd., on December 16, 1953, and was formally accepted by the Highway Commission on January 21, 1954.

Final payment in the amount of \$5,080.13 will be released to the contractor on or after February 5, 1954. The total contract amount is \$49,444.43 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc:

United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

cc: Siegenthaler & Stevenson
Titus Bldg.,
Eugene, Oregon

1-26-54

Federal Aid Secondary

State OregonProject No. 8-132(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

3948 PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953,by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto;

Whereas the Highway Department of said State submitted on the 9th day of March, 1953, a program, which was approved on the 27th day of April, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 1st day of May, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of

thirty-six thousand, eight hundred and 00/100

dollars (\$ 36,800.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of
Chapter 529, Laws 1939.

act of legislature by which authorized)

(b) From other sources Cash deposited by Jackson County with the Highway Department

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey stations 43+28 and 44+12 in Section 28, T-38-S, R-4-W, W.M., between
survey stations 108+85 and 109+85 in the SE 1/4, Section 32, T-38-S, R-4-W, W.M., and
between survey stations 13+05.60 and 13+89.21 in the E 1/2 Section 7, T-39-S, R-4-W,
W.M., each without exception,

length 0.051 miles, in Jackson County,
Secondary
 being Oregon Federal Aid / project No. 8-132(1), consisting of 0.000 miles of
 roadway and three bridges, each of more than 20 feet clear span, 0.051 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____
thirty-six thousand, eight hundred and 00/100
 dollars (\$ 36,800.00), which does not exceed the authorized Federal pro rata share of _____
fifty-nine thousand, four hundred eighty-three and 60/100
 dollars (\$ 59,483.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon _____
 (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____
 (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

[Signature]
STATE HIGHWAY ENGINEER

Attest

[Signature]
SECRETARY

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By [Signature]
Member, State Highway Commission
(Title of officer)

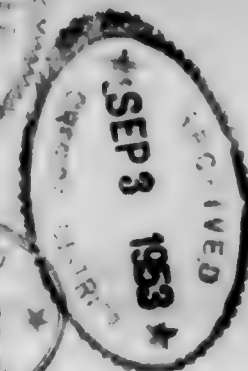
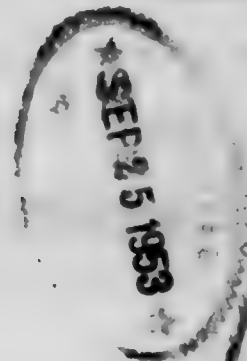
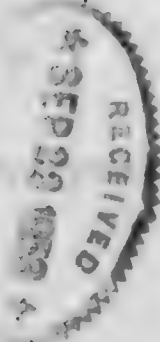
By [Signature]
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By [Signature]
Division Engineer,
Bureau of Public Roads.



Oregon State Highway Department

Federal Aid Secondary
Project No. 8-132 (1)

THOMPSON CREEK BRIDGES

ON THE THOMPSON CREEK ROAD IN JACKSON COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code X021

Lower Thompson Creek Bridge (Sta. 43+28 to 44+12)

Bridge No. 7637 (Contract No. 3248)

90 cu. yds.	Structural Excavation	\$ 10.00	\$ 900.00
5 cu. yds.	Excavation below Elevation Shown	10.00	50.00
166 cu. yds.	Class "A" Concrete	64.00	10,752.00
16,000 lbs.	Metal Reinforcement	0.12	5,520.00
			<u>\$17,222.00</u>

Type Code X021

Middle Thompson Creek Bridge (Sta. 106+85 to 109+85)

Bridge No. 7638 (Contract No. 3248)

200 cu. yds.	Structural Excavation	\$ 10.00	\$ 2,000.00
5 cu. yds.	Excavation below Elevation Shown	10.00	50.00
180 cu. yds.	Class "A" Concrete	64.00	11,520.00
47,000 lbs.	Metal Reinforcement	0.12	5,640.00
20 lin. ft.	6-inch Metal Drain Pipe, Coated	6.00	120.00
			<u>\$19,330.00</u>

Type Code X021

Upper Thompson Creek Bridge (Sta. 13+05.60 to 13+89.21)

Bridge No. 7639 (Contract No. 3248)

115 cu. yds.	Structural Excavation	\$ 10.00	\$ 1,150.00
5 cu. yds.	Excavation below Elevation Shown	10.00	50.00
166 cu. yds.	Class "A" Concrete	64.00	10,624.00
15,000 lbs.	Metal Reinforcement	0.12	5,400.00
			<u>\$17,524.00</u>

Subtotal	854,076.00
10% Engr. & Cont.	<u>5,407.60</u>
Total	859,483.60

Length of Structures

0.051 mile

Federal Funds- - - - -	\$36,800.00
State Funds- - - - -	11,341.80
County Funds - - - - -	<u>11,341.80</u>
	\$59,483.60

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 11, Laws 1920; Chap. 529,
Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. 8-132 (1)

THOMPSON CREEK BRIDGES ON THE
THOMPSON CREEK ROAD IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salon, Oregon, April 29, 1953

Type Code X021

Lower Thompson Creek Bridge (Sta. 43+28 to 44+12)
Bridge No. 7687

90	cu.yds.	Structural Excavation	\$12.00	\$ 1,080.00
5	cu.yds.	Excavation Below Elevation Shown	15.00	75.00
168	cu.yds.	Class "A" Concrete	68.00	11,424.00
46,000	lbs.	Metal Reinforcement	0.11	5,060.00
				<u>\$17,639.00</u>

Type Code X021

Middle Thompson Creek Bridge (Sta. 108+85 to 109+85)
Bridge No. 7688

200	cu.yds.	Structural Excavation	\$12.00	\$ 2,400.00
5	cu.yds.	Excavation Below Elevation Shown	15.00	75.00
180	cu.yds.	Class "A" Concrete	68.00	12,240.00
47,000	lbs.	Metal Reinforcement	0.11	5,170.00
20	lin.ft.	6" Metal Drain Pipe, Coated	3.00	60.00
				<u>\$19,945.00</u>

19,945.00

Type Code X021

Upper Thompson Creek Bridge (Sta. 13+05.60 to 13+89.21)
Bridge No. 7689

145	cu.yds.	Structural Excavation	\$12.00	\$ 1,740.00
5	cu.yds.	Excavation Below Elevation Shown	15.00	75.00
166	cu.yds.	Class "A" Concrete	68.00	11,288.00
45,000	lbs.	Metal Reinforcement	0.11	4,950.00
				<u>\$18,053.00</u>

Subtotal	\$55,637.00
10% Engr. & Cont.	<u>5,563.70</u>
Total	\$61,200.70

Length of Structures 0.051 Mile

Federal Funds.	\$37,900.00
State Funds.	11,650.35
County Funds.	<u>11,650.35</u>
	\$61,200.70

RECEIVED
JUN 26 1953
FOR FILING

5-12-53
2411

June 24, 1953

The Central Heating Co., Oreg. Ltd., &
F. J. Soners, Contractor
805 Live Street
Tulace, Oregon

Gentlemen:

We enclose herewith, for your records and files, three fully executed copies of contracts which were awarded to you by the State Highway Commission as follows:

Contract No. 3944, for grading and paving on the Gold Hill (4th Ave. No. and 7th St. W.) Section in Jackson County, awarded May 19, 1953.

Contract No. 3945, for grading and paving on the Waldport (Tayette Streets) Section in Lincoln County, awarded May 19, 1953.

Contract No. 3943, for construction of bridges on the Thompson Creek Road in Jackson County, awarded May 25, 1953.

Copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours,

F. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

dc
encls.

RECEIVED
MAY 16 1953
FOR FILING

S-132(1)

3942

May 27, 1953

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
408 Highway Building
Salem, Oregon

Dear Sir:

Re: Thompson Creek Bridges
P. A. P. S-132(1)

The award of this contract was made contingent on Jackson County depositing a certain sum of funds with the Highway Commission. Jackson County has fulfilled this requirement, and the Commission now proposes to award the contract for the project to Central Heating Company & P. L. Somers of Eugene, Oregon, on the basis of their low bid in the amount of \$54,076 submitted May 18, 1953.

May we have your concurrence in the award of this contract. The award date would be May 25, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG:aa

cc G. S. Paxson

NOTED
J. W. CATTRALL

May 25, 1953

Mr. Paul B. Rynning
Jackson County Engineer
Medford, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of your letter of May 23 with accompanying warrant for \$12,200 as an advance deposit of the county's share for the cost of three Thompson Creek bridges. A contract will be awarded immediately and a copy of the contract will be forwarded to you. This copy will have the unit bid prices of the low bidder.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JPH:JH

7-558

PUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 788
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

May 23, 1953

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

I am herewith enclosing Jackson County warrant in the amount of \$12,200.00 for advance deposit of county's share for the construction of three Thompson Creek bridges, FAS 558.

In the tabulation of bids, I notice there was some very good competition and I believe you got a very low bid.

If convenient, I would like to have a tabulation of unit price bids for my records.

Very truly yours,

Paul B. Rynning
Paul B. Rynning
County Engineer

PBR:op

Enclosure

*Jackson Co. Warrant 92229
for \$12,200.00 to accty. Sec 5-25
7Q. mny*

NOTED
J. F. HAGEMANN

May 20, 1953

NOTED
J. W. CATTRALL

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

RECEIVED
Harold L. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

On May 18 the Highway Commission received a satisfactory bid from F. L. Somers & Central Heating Company of Eugene for the construction of three bridges on the Thompson Creek Road, FAS 558. As per the agreement between state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of a contract. The amount of this deposit is as follows:

Bid Items	\$54,076.00
12-1/2% Engineering & Contingencies	6,759.50
Estimated Total Cost.....	\$60,835.50
Advance Deposit of 20%	\$12,200.00

Please make this deposit by means of a certified check in the amount of \$12,200 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit, a contract will be awarded.

In about two weeks we will have sufficient information to discuss the programming of the Snider and Griffin Creek bridges. We will contact you as soon as the information is available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

May 20, 1953

NOTED
J. W. CATTRALL

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

NOTED
Harold Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

On May 18 the Highway Commission received a satisfactory bid from F. L. Somers & Central Heating Company of Eugene for the construction of three bridges on the Thompson Creek Road, FAS 558. As per the agreement between state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of a contract. The amount of this deposit is as follows:

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12-1/2% Engineering & Contingencies	<u>6,759.50</u>
Estimated Total Cost.....	\$60,835.50
Advance Deposit of 20%	\$12,200.00

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In about two weeks we will have sufficient information to discuss the programming of the Snider and Griffin Creek bridges. We will contact you as soon as the information is available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED
JUN 18 1953
FOR FILING

- 132 (1)
2745

MISC. CONTRACTS and
AGREEMENTS No. 1472

Salem, Oregon
May 25, 1953

Agenda Item 4-O-4

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is one conformed copy and five certified copies of two agreements with Jackson County covering financing and maintenance of Thompson Creek County Road, FAS 558.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Jackson County Court.

Yours very truly,

Acting Secretary

TH
Attach: 6

RECEIVED
MAY 25 1953
FOR FILING

S-132(1)
3941

AGENDA
MAY 25 1953

30-5

May 25, 1953

Central Heating Co. & F. L. Somers
865 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 18th accepted your proposal to construct two 84-foot and one 100-foot reinforced concrete bridges on Thompson Creek Road south of Applegate in Jackson County for the sum of \$54,076.00, and on the same day awarded Contract No. 3948 to you subject to concurrence from the Bureau of Public Roads and provisions made by Jackson County for the deposit of \$12,200.00 which is the County's share of the cost based upon the low bid. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Olmeyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

cc

cc - Mr. W. M. Pransky
Mr. H. G. Smith
Mr. G. S. Faxon
Mr. S. H. Probert
Mrs. Goldie Lewis

ER

RECEIVED
MAY 26 1953
FOR FILING

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

**WESTERN
UNION**

W. P. MARSHALL, PRESIDENT

1200

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 25, 1953
2:45 p.m.

Central Heating Co. & F. L. Somers
865 Olive Street
Eugene, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for three bridges over Thompson Creek in Jackson County for which you submitted low bid on May 18, 1953. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query, Acting Secretary

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

RECEIVED
MAY 26 1953
FOR FILING

S-132(1)
3948

May 25, 1953

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Jackson County one fully executed copy each of two agreements between the State Highway Commission and Jackson County covering financing and maintenance of 3 bridges over Thompson Creek of said Thompson Creek County Road.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 2

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 25, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-132(1), Thompson Creek Bridges on the Thompson Creek Road in Jackson County, to Central Heating Company and F. L. Somers of Eugene, Oregon, low bidder in the amount of \$54,076.00 at the May 18, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer



*Copy sent to
Mr. Tolson*

RECEIVED

FOR FILING

FORM E-30 37,000 4-55 50000

5-132(1)

3948

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 25, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTE
W. C. WILLIAMS

We have received this date advance deposits in the amounts of \$12,200; \$24,400; and \$17,900 from Jackson, Lake, and Clackamas Counties respectively as advance deposits for the Thompson Creek bridges in Jackson County, the Maddock Corner-West Side Project in Lake County, and the Damascus-Boring Project in Clackamas County. These projects are now clear for award of a contract.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JFH:MM

copy to S.H. Probert

RECEIVED
MAY 21 1953
FOR FILING

S-1226
2748

May 20, 1953

Central Heating Company &
F. L. Somers
865 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 18, 1953 accepted your bid in the amount of \$54,076.00 for construction of the Thompson Creek Bridges on the Thompson Creek Road in Jackson County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety as soon as concurrence is received from the Bureau of Public Roads and Jackson County has made provisions for the deposit of \$12,200.00 which is said County's share of cost based upon the low bid.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction of Commencement of Work".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

encl.

cc: H. G. Smith
S. H. Probert
W. M. Franswa SIAC
G. S. Paxson

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION
TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT
AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

53

The COUNTY OF JACKSON, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 3 bridges ~~miles~~ of the Thompson Creek Road, FAS 558 highway ~~from~~ at three crossings over Thompson Creek from approximately 1-1/2 miles to 5 miles south of Applegate.

~~and~~ known as Thompson Creek Bridges Section, and to be designated as Oregon Project No. S-132(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 7th day of May, 1953, and the Highway Department on the 19th day of May, 1953.

COUNTY OF JACKSON

OREGON STATE HIGHWAY COMMISSION

By J. B. Coleman
County Judge

/s/ By Ben R. Chandler
As Chairman

By J. P. Little
County Commissioner

/s/ By Chas. H. Reynolds
As Commissioner

By H. L. M. M. M. M. M.
County Commissioner

/s/ By M. R. Oliver
As Commissioner

ATTEST: G. R. Carter
County Clerk
My Lydell Weil, Deputy

ATTEST: /s/ Floyd Query
Acting Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Assistant State Highway Engineer

I, Floyd Query, hereby certify that I am the duly appointed, qualified and Acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing agreement with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 19th day of May, 1953.

Floyd Query
Acting Secretary

May 11, 1953

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED.
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of two copies of a finance agreement, seven copies of a maintenance agreement, and six copies of an encroachment resolution covering the Thompson Creek bridges FAS project. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for your records.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

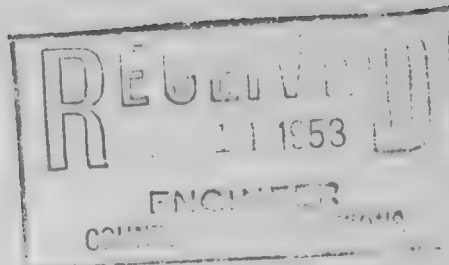
40-559

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 788
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

May 8, 1953



Mr. John W. Cattrall,
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Oregon Project S-132 (1)
FAS #558

Pursuant to your letter request of May 6th
I am herewith returning duly executed by the
county court, the following documents:

1. Two copies of finance agreement.
2. Seven copies of maintenance agreement.
3. Six copies of encroachment resolution.

Very truly yours,

Paul B. Rynning
Paul B. Rynning
County Engineer

PBR:s

Encls.

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

May 6, 1953

Mr. Paul Rynning, County Engineer
Jackson County Courthouse
Medford, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are two copies of an agreement covering finances, seven copies of a maintenance agreement, and seven copies of an encroachment resolution in connection with the proposed FAS project for the Thompson Creek bridges (3) which will be up for bid on May 18th.

The finance agreement is based on a total cost for all three bridges of \$64,500 which is the amount programmed with the Bureau of Public Roads. Anything over this amount would have to be paid entirely by the county; however, our present estimate is \$62,600 so it is not likely that the costs will exceed \$64,500. If the estimate based on the low bid received does exceed \$64,500, the county reserves the right to reject the bid and the agreement.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads and provide that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R. and that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

If these documents are satisfactory, please have the Court sign and the County Clerk attest all copies and return two copies of the finance agreement, seven copies of the maintenance agreement, and six copies of the encroachment resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Your immediate attention to this matter will be appreciated.

Also enclosed for your information and records is a set of plans and specifications for the bridges. They specify that all work shall be completed on or before December 31, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RESOLUTION

5 7 - 53

WHEREAS, a County Road in Jackson County, State of Oregon, known as the Thompson Creek County Road, is routed through the County of Jackson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jackson County, the section adopted for improvement being more particularly described as follows; to wit:

Three bridges over Thompson Creek, said bridges being 84', 84', and 100' in length.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Jackson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jackson

County, Oregon, that no encroachments will be permitted on the county road, known as the Thompson Creek County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jackson County, Oregon, this 7th day of May, 19 53.

Attest:

G. R. Carter
County Clerk
By Lloyd Keith, Deputy

By W. S. Coleman
County Judge

By J. H. Miller
County Commissioner

By J. H. Miller
County Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 1, 1953

RECEIVED
X
SALEM
OREGON DISTRICT
S-132(1)
2748

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-132(1), Thompson Creek Bridges on the Thompson Creek Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please furnish the usual copies of the County resolution covering maintenance and encroachment prior to submission of the project agreement documents.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

542

PAUL-B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

April 24, 1953

NOTED
Harold C. Ayers

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

J. F. HAGEMANN

Dear Mr. Cattrall:

Since Mr. Hagemann phoned me the other day regarding bearings, rights-of-way widths and proposed cross sections for the Thompson Creek Bridge and road projects, I thought it would be well to check up on proposed bridge No. 116, FAS No. 274, and bridge No. 355, FAS No. 273.

The vicinity map sent you, Bridge No. 116 over Griffin Creek, shows the rights-of-way width being 80 feet and the bearing of the centerline. The approaches to this proposed structure will be constructed as follows: 36 feet shoulder to shoulder, a macadam base 24 feet wide and 12 inches deep with a 0-30 asphalt wearing surface 20 feet wide.

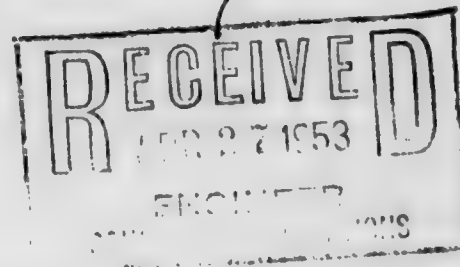
With reference to Bridge No. 355, FAS No. 273, the rights-of-way widths were shown, being 50 feet on the east side of the centerline and 30 feet on the west. The bearing was omitted, it being North 0° 30' West. The proposed approaches will be constructed 30 feet shoulder to shoulder, a macadam base 24 feet wide and 12 inches deep with a 0-30 asphalt wearing surface 20 feet wide.

I am giving you this information ahead of time should you find it possible to include these projects in the FAS program.

Very truly yours,

Paul B. Rynning
Paul B. Rynning
County Engineer

PBR:op

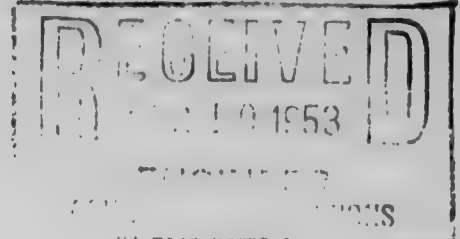


PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 788
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON
April 9, 1953

NOTED
J. W. CATTRALL



Mr. John W. Cattrall, Engineer
County & City Relations
Oregon State Highway Department
Salem, Oregon

I received from the bridge department tentative drawings covering three Thompson Creek bridges proposed for our F.A.S. system. I do now know the estimate of cost, but I am of the opinion that the three will not absorb all our allocation, amounting to \$82,872.00.

Mr. Paxson informed me that he had planned to advertise for bids, the three Thompson Creek bridges for the May meeting of the commission and as soon as costs were obtained he would complete the designs for the Snider Creek and Griffin Creek bridges which are also on the F.A.S. system.

Mr. Paxson did not state but from his letter I inferred that the total cost of the five bridges would more than take up our allocation for this year. I am anxious to have the Griffin Creek and Snider Creek bridges also constructed and the county court has instructed me to inform you that the county will contribute more than its share and enough more to complete this program of five bridges.

I will appreciate it if you would contact Mr. Paxson and get a rough estimate for me as to how much extra funds Jackson County would have to contribute if all five bridges were constructed this first year. It may be that some of the other counties will not use up all their funds and if so, Jackson County could take advantage of this extra money the first year, decreasing the second year's funds accordingly.

Any suggestions you have in this matter will be greatly appreciated.

Very truly yours,

Paul B. Rynning
Paul B. Rynning
County Engineer

PBR:s

NOTED
J. W. CATTRALL
J. W. CATTRALL

February 4, 1953

Honorable J. B. Coleman
Jackson County Judge
Medford, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Judge:

I am replying to your letter of February 2 regarding the advance deposit of \$16,000 required in the FAS Program.

It will not be necessary for the county to make its deposit at this time. The deposit will be required prior to the contract and will be covered by an agreement. We will notify the county when the deposit is to be made. In my letter of January 30, the deposit and amount were mentioned only as a reminder at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

273
274
558



NOTED
J. W. CATTRALL

JACKSON COUNTY COURT

MEDFORD, OREGON

February 2, 1953

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. John W. Cattrall
Engineer, County and City Relations

Gentlemen:

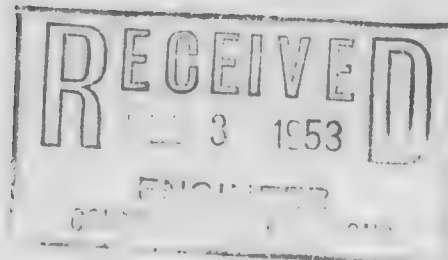
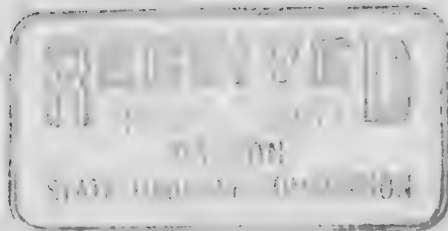
Your letter of January 30th at hand and in reply will say that Mr. Paul Rynning, County Engineer of Jackson County will be absent from the county until approximately March 1st.

You set out the fact that it will be necessary for the county to make an advance deposit of 20% of the estimated total cost before the awarding of the contract. Is it necessary that this money be sent in before Mr. Rynning's return? If so, please let me know and I will send you the \$16,000 as stated in your letter.

Thanking you for a prompt reply, I remain

Very truly yours,

J. B. Coleman
County Judge



NOTED
Harold C. Ayers

January 30, 1953

Jackson County Court
Medford, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the projects in Jackson County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Roseburg and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Jackson County, this will be approximately 16,000 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWH:MM
Att.

cc: Mr. Paul Rynning

NOTED
J. W. CATTRALL

558-559
Fus 213-274-55

JACKSON COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - \$80,000
1955 - \$86,000

PROPOSED PROJECTS:

1954 - FAS 273. Place box culvert over Snider Creek. Estimated Cost - \$9,000.

FAS 274. Place box culvert over Griffin Creek. Estimated Cost - \$10,000.

FAS 558. Replace three bridges over Thompson Creek. Estimated Cost - \$61,000.

1955 - To be selected at a later date.

REMARKS: All of the existing bridges listed above are in need of replacement. Jackson County has furnished vicinity maps to the Bridge Division for use in designing the new structures. Any required approach work will be done by the county at county expense.

NOTED
J. W. CATTRALL

Salem, Oregon
January 23, 1953

NOTED
Harold C. Ayers

Mr. G. S. Paxson
Bridge Engineer

NOTED
J. F. HAGEMANN

Enclosed is a copy of a letter from Paul Rynning,
Jackson County Engineer, regarding design of the Thompson Creek
bridges to be constructed with 1954 FAS funds. \$61,000 has been
programmed for the construction of these bridges.

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 788
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

January 20, 1953

Mr. John W. Cattrall
Engineer County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Thompson Creek Bridges
Nos. 7687, 7688 & 7689

I just made an investigation of the stream flow and drift in Thompson Creek at the above-numbered bridge sites. The extreme flood has caused considerable drift to come down the creek, and I am now of the opinion that the main spans across the creek at each site be as follows:

No. 7687 . . . 40 feet
No. 7688 . . . 40 feet
No. 7689 . . . 36 feet.

This will make quite a difference in the cost, but I do not believe we should chance narrower openings.

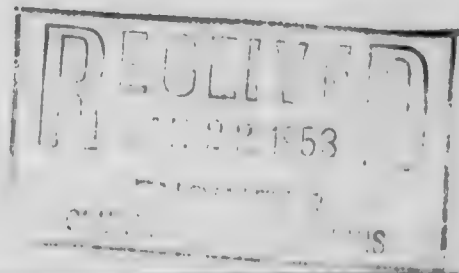
This, no doubt, will require a change in your preliminary bridge designs.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:op



NOTED
J. W. CATTRALL

Salem, Oregon
January 16, 1953

Mr. G. S. Paxson
Bridge Engineer

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Attached is a copy of a letter from Paul Rynning, Jackson County Engineer, covering the Thompson Creek bridges proposed for construction with county FAS funds in Jackson County.

John W. Cattrall
Engineer, County and City Relations

By: John F. Hagemann
Assistant Engineer

JFH:MM
Att.

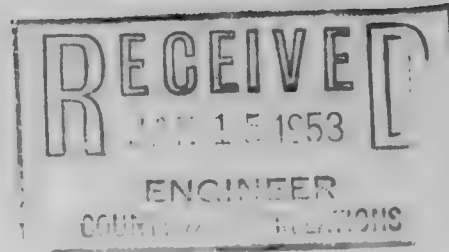
NOTED
J. F. HAGEMANN

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 799
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

January 13th, 1953



Mr. John W. Cattrall
Engineer County & City Relations
Oregon State Highway Department
Salem, Oregon

Re: County Bridges Nos. #459 - #460 and #461 - Thompson Creek Road

Dear Sir:

I have made some tests for footings and foundations for the above numbered County Bridges on the Thompson Creek Road which we have asked to be placed upon the Federal Secondary System. I hereby submit the following information for footings:

Bridge No. 459 - In the Creek channel, gravel to elevation 1991 where we encountered cemented gravel which was fairly hard, but which we were able to dig with a hoe. At elevation 1986 we went through the cemented gravel and found large boulders.

Bridge No. 460 - loose gravel to elevation 2480 where we encountered cemented gravel. This was also fairly hard but we were able to dig it with a hoe. Dug to elevation 2374 and were still in the same material.

Bridge No. 461 - Large boulders to elevation 2582 and still in the same material.

In view of the above information, I do not believe it practical to use pilings in any of the three structures. It is therefore my recommendation that concrete footings and columns be used.

The creek in all three locations is more or less stable and I do not anticipate a great deal of erosion or channel deepening. It is my opinion that footings five feet below stream bed will be ample in all cases.

Yours very truly,

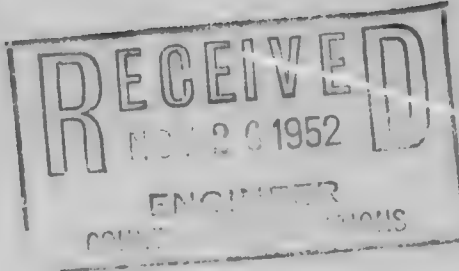
Paul B. Rynning
Paul B. Rynning
County Engineer

PBR:js

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 788
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON
November 24th, 1952



Mr. John W. Cattrall ✓
Engineer County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Thompson Creek Bridges ✓
Nos. 7687-89 Inclusive

I received a letter from Mr. Paxson under date of November 21st, submitting estimates of costs for the above numbered bridges and comparison with costs of culverts. Due to the difference in costs, Jackson County requests that plans be made for bridges.

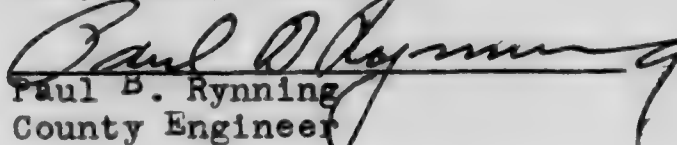
I notice that the estimates are based on a 24 foot roadway which, in my opinion would be sufficient on a tangent, but all three of these bridges are on reverse curves and I recommend a 26 foot roadway.

The estimated costs as submitted are far under the funds allocated to Jackson County. I therefore submit for your investigation and approval, two more structures as follows:

1. Snider Creek Bridge - County No. 355, on the Table Rock Road. F.A.S. #273 located between Sections 33 and 34, Township 35 South, Range 2 West W. M.
2. Griffin Creek Bridge - County No. 116 on the Central Point-Jacksonville Road, F.A.S. #274 located in Section 10, Township 37 South, Range 2 West, W. M.

At the present time I do not have vicinity maps for either of these two locations but I will submit them as early as possible.

Very truly yours,


Paul B. Rynning
County Engineer

PBR:js
c/c Mr. G. S. Paxson, Bridge Engineer

COMMISSIONERS
 BEN R. CHANDLER, CHAIRMAN
 COOS BAY
 CHAS. H. REYNOLDS, MEMBER
 LA GRANDE
 M. K. MCIVER, MEMBER
 PORTLAND



OREGON
 STATE HIGHWAY DEPARTMENT
 OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
 SALEM

R. H. BALDOCK
 STATE HIGHWAY ENGINEER
 C. W. ENFIELD
 CHIEF COUNSEL
 H. B. GLAISYER
 SECRETARY

November 21, 1952

Mr. Paul B. Rynning
 County Engineer
 Jackson County
 Medford, Oregon

NOTED
 J. W. CATTRALL

Dear Sir:

Re: Thompson Creek Bridges
 Bridges Number 7687-89 Inclusive

We have made estimates of cost for the three bridges over Thompson Creek on the Thompson Creek County Road, vicinity maps for which were sent to Mr. Cattrall with your letter of November 14.

We have estimated these both as trestles and as culverts. The trestles would have a 24' roadway with concrete parapet type rails. They were figured as treated timber piling and treated timber caps with precast concrete beams and cast in place slabs and rails. The culverts were estimated in the sizes and lengths given in your letter of November 14. We find that the bridges are considerably less costly than the culverts and we would recommend that bridges be used.

On Bridge No. 7687 (County No. 459) the culvert was estimated as a triple 12' x 7' box, 60' long. The bridge has four 21' beam spans. On Bridge No. 7688 (County No. 460) the culvert was estimated as a double 12' x 12' box, 60' long and the bridge has four 21' beam spans. On Bridge No. 7689 (County No. 461) the culvert was estimated as a double 12' x 10' box, 48' long and the bridge has three 21' beam spans. The comparative cost estimates are as follows:

Thompson Creek Bridges
 Thompson Creek Road - Jackson County

County No.	State No.	Culvert Cost	Bridge Cost
459	7687	\$ 24,000	\$ 16,000
460	7688	22,300	16,500
461	7689	16,300	11,500
	TOTAL	\$ 62,600	\$ 44,000

Mr. Paul Rynning - Page 2

November 21, 1952

The above estimates do not cover the grading or surfacing of the approaches either for the culverts or the bridges, but this work for the culverts would be more expensive than for the bridges.

If the county intends to do the approach grading and surfacing with county funds it would seem that the Snider Creek could also be included in the amount for programming for Jackson County.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:cb

cc: J. W. Cattrall ✓

NOTED
J. W. CATTRALL

Salem, Oregon
November 17, 1952

NOTED
Harold C. Ayres

Mr. G. S. Paxson
Bridge Engineer

NOTED
J. F. HAGEMANN

Attached is a copy of a letter from Paul Rynning, Jackson County Engineer, together with a plan and profile map for each of the three bridge locations referred to in Mr. Rynning's letter.

The 1954 County FAS Program will be submitted to the Highway Commission at its January meeting for approval. Jackson County has a total of \$82,872 available for programming. It would be appreciated if you could furnish this office with an estimate of the cost of the three proposed structures to be used for programming purposes. Only the costs of the structures themselves are involved as the county will take care of the road approach work and removal of existing bridges with county forces.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

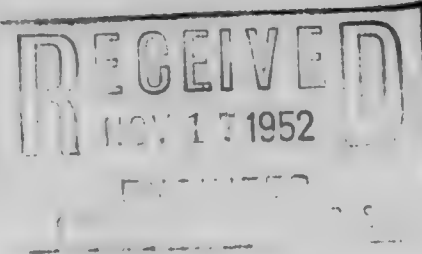
PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

NOTED
J. W. CATTRALL

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

November 14th, 1952



Mr. John W. Cattrall
Engineer County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

I am forwarding under separate cover Vicinity maps in triplicate of County Bridges Nos. 459, 460 and 461, located on Thompson Creek Road over Thompson Creek.

These are the locations we inspected the last time you were down here. At that time we were discussing bridges, but I have made a careful study of these crossings and I am now recommending box culverts. The crossings are all on bad angles and it is my opinion that a fill over a box culvert would be better than a bridge on reverse curves.

The drift is not too much of a problem unless we get some very extreme floods which occur only about once in twenty years.

I am suggesting structures as follows:

Bridge No. 459 - to be replaced with triple 7'x12' - 60' Long.
Bridge No. 460 - Double 12'x12' - 60' Long.
Bridge No. 461 - Double 10'x12' - 48' Long.

These are suggestions only and your bridge department may have other designs which are more economical.

Jackson County is requesting that these structures be constructed with Federal Aid secondary funds. The removal of the existing structures and the fills are to be done with County forces using County funds exclusively. The County will also secure rights of way for the revised alignment.

If the preliminary estimates indicate that the construction of these three units will not absorb all the Federal Aid secondary funds for the first year, I will submit vicinity maps showing Snider Creek on the Table Rock Road. This bridge can also be replaced with box culvert design. I mentioned this bridge to you during your last visit.

Very truly yours,

Paul B. Rynning
County Engineer

PBR:js

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 799
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

November 5th, 1952

Mr. John W. Cattrall
Engineer of County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I am herewith enclosing forms covering data for Thompson Creek Road and Applegate Road for inclusion in the F. A. S. These were left with me by Mr. Hagemann.

Since going over these roads with Mr. Hagemann and party, the Thompson Creek Road where I had tentatively suggested three bridges, I am convinced that, after more careful consideration, large concrete box culverts would meet the needs for drainage and perhaps be more economical than bridges.

I will forward vicinity maps to you at a later date, making suggestions for both culverts and bridges and leave it up to the bridge department for final determination as to type of structure.

Very truly yours,

Paul B. Rynning
Paul B. Rynning
County Engineer

PBR:js

S-100(2) Maddock Corner-West Side Sec., 1953
Cottonwood Cr. & West Side Co.
#3949 Roads

S-100(2)

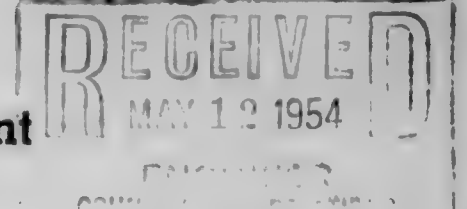
#3949

Maddock Corner-West Side Sec., 1953.
Cottonwood Cr. & West Side Co.
Roads

INVOICE

Oregon State Highway Department

Salem, Oregon

File Lake Co.
FAS General

Invoice No. 33536

Date May 12, 1954

Your Req. No.

Billing Request No. CC 78

Credit distribution: none

Lake County

Lakeview, Oregon

NOTED
V R JONES

Attn: County Court

Final billing for Lake County share of total cost of Maddock Corner-west Side County P.S. Project. Covered by agreement dated May, 1953, which provides County will pay 100% of all construction costs in excess of \$91,000 plus 50% of the difference between \$91,000 and the total Federal funds collected on this project. The county made an advance deposit of \$24,400 of which \$22,000 was credited to 519-1018-297 by request No. cc-h2, May 25, 1953, and \$2,400 retained in the advance deposit fund.

Total Construction Costs	92,427.35
Total Federal Funds Collected	54,400.00
County Advance Deposit	24,400.00
Less County Share of Total Costs	
\$92,427.35 - \$91,000	- \$ 1,427.35
$\frac{1}{2} \times (\$91,000 - \$54,400)$	- 18,300.00
Total Refund Due County	\$ 1,672.65
Refund from Highway Fund	2,272.65
Balance of refund from Advance Deposit	\$2,400.00

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

NOTED
Harold C. Ayer

May 10, 1954

Lake County Court
Court House
Lakeview, Oregon

FAS 407 & 408

Gentlemen:

Final costs are now available for the Maddock Corner-West Side County FAS surfacing and oiling project and a settlement of the County's share of these total costs can now be made. The final costs and the County's share of these costs are as follows:

<u>Final Costs</u>		\$92,427.35
<u>County's Share as per Agreement</u>		
100% of all costs over \$91,000		
\$92,427.35-\$91,000.00	=	\$ 1,427.35
50% of \$91,000 less federal funds collected		
1/2X(\$91,000-\$54,400) = \$36,600 X 1/2	=	18,300.00
Total County Share		\$19,727.35
<u>Refund Due County</u>		
County advance deposit	=	\$24,400.00
Less total County share of costs		19,727.35
Total Refund Due		\$ 4,672.65

As only \$2,400 of your deposit was retained in the advance deposit fund, this refund will be made by means of a check for \$2,400 which you should receive within a week's period, and by means of a warrant against the general highway fund for the \$2,272.65 balance. It will probably be three to four weeks before you receive this warrant.

If you have any questions on this matter, please contact this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

RECEIVED

D. H. Maddock

December 28th, 1953

FOR FILING
Maddock Corner-Westside Section
Contract #3949

FINAL COST ANALYSIS

Cottonwood Creek and Westside County Road
Prefix 519-1018 S-101(2) S-100(2)

Peter Kiewit Sons' Co., Contractor
V. E. Graue, Resident Engineer

S-101(2)
S-100(2)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Gravel in Leveling Course and Shoulders	10,779	Cu. Yd.	\$3.00	\$3.40	\$36,676.61	\$32,337.00
Sprinkling	1,329	M/Gal.	3.50	2.98	3,961.94	4,651.50
Furn. & Place Aggregates	4,975	Cu. Yd.	4.30	5.09	25,330.21	21,392.50
Furn. & Place 150-200 Asphalt	446.23	Ton	53.00	44.71	19,950.03	23,650.19
Furn. & Place RS-1 Emulsified Asphalt	111.66	"	55.00	45.93	5,129.18	6,141.30
					\$91,047.97	\$88,172.49

Total Cost \$91,047.97

Gross Revenue 88,172.49

Net Loss \$ 2,875.48

Net Loss Equals 3.2% of Gross Revenue

NOTED
State Highway Engineer

Maddock Corner-Westside
Contract #3949

Detail of Cost

Labor:

Labor	\$31,732.00	
Labor Insurance	<u>2,538.56</u>	\$34,270.56

Materials:

150-200 Asphalt	446.23 Tons at \$22.50	\$10,040.18	
Freight on 150-200	446.23 " " 12.03	5,372.60	
RS-1 Emulsified Asphalt	111.66 " " 25.20	2,813.83	
Freight on RS-1 Asphalt	111.66 " " 12.03	<u>1,344.38</u>	19,570.99

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	\$26,985.00	
Gas, Oil and Grease	6,875.00	
Freight & Cartage	356.00	
P.L. & P.D. Insurance	396.32	
Small Tools & Misc. Supplies	279.85	
Bond	529.00	
Home Office & General Overhead	<u>1,785.25</u>	37,206.42

Total Cost	\$91,047.97
----------------------	-------------

Breakdown of Crushing Cost

	Amount	Quantity	Unit	Unit Cost
Stripping Pit & Move In & Set Up	\$6,050.46	15,754	Cu. Yd.	\$0.384
Haul to Crusher	9,467.58	"	" "	0.601
Crushing	<u>16,420.00</u>	"	" "	<u>1.042</u>
	\$31,938.04	15,754	Cu. Yd.	\$2.027

The crushing plant worked two 9-hour shifts per day 5 days a week. The total elapsed time was 466 hours, and the actual crushing time was 383 hours, for an average production of 41 cu. yd. per working hour.

In making oil rock a $1\frac{1}{2}$ -inch scalping screen was used. The rejects ran about 95% from this gravel pit located 3 miles north of M.P. 89.02 on the Klamath Falls-Lakeview Highway. The average haul from this pit to the job was about 7 miles.

Remarks:

This was a "Federal Aid Secondary Project". The contract, calling for the construction of 8.37 miles of leveling course and shoulders and the construction of 8.37 miles of Type O-11 oil mat wearing surface, was bid May 18th, 1953, and completed August 31st, 1953.

On June 8th, 1953, the contractor moved a 2-crusher plant into the gravel deposit located 3 miles north of M.P. 89.02 on the Klamath Falls-Lakeview Highway. The overburden ran from 1 foot to 3 feet in depth, requiring a considerable amount of stripping in order to obtain suitable material. The gravel in this deposit was very small and in making $1\frac{1}{4}$ "- $\frac{3}{4}$ " oil rock about 95% passed through the $1\frac{1}{2}$ -inch scalping screen. These rejects were stockpiled at the plant and later picked up and rerun through the crusher to make $\frac{3}{4}$ "-0 rock for leveling course and shoulders. The gravel in this pit was between 8 and 10 feet in depth before encountering sandy material. Two D-8 cats and dozers were used, one to do the stripping and one to feed the crushing plant. A large amount of stripping was required, and the rehandling of material slowed down production and resulted in high cost of crushed materials.

Oiling operations started August 5th, 1953, and were completed August 31st, 1953. Being unable to get asphalt from California when needed, all asphalt was shipped from Portland by transport trucks, which increased the cost of asphalt.

Due to low production and high cost of crushed gravel the contract shows a small loss.

E. H. Clymer
Chief Cost Analyst

By . . K. T. Wechter

NOTED
Harold C. Ayers

September 4, 1953

Lake County Court
Court House
Lakeview, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract #3949 for the Maddock Corner-West Side project on the Cottonwood Creek and West Side Roads, FAS 407 and 408, in Lake County was completed on August 31, 1953.

Under the terms of the maintenance agreement signed by the County on May 6, 1953 and by the Highway Commission on May 19, 1953, the County now assumes maintenance of and continues jurisdiction over the above project as of the date of completion, August 31, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 13, 1953

(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

3942

1-final

PETER KIEWIT SONS CO

(VOUCHER NO.)

(WARRANT NO.)

(AMOUNT)

(DATE)

22222

R-80391

\$ 2,645.17

11/12/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

H. B. Glaisyer
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1953

Time Extensions: None

Completion Date: Aug. 31, 1953

Date Accepted: Sep. 24, 1953 ✓

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-16-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

a. a. Weblander

NOTED ON CARD

11-16-53

RECEIVED

FOR FILE

10000
10000
8777

November 2, 1953

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

State Highway Contract No. 3949 for surfacing on the Maddock Corner-Westside Section of the Cottonwood Creek and Westside County Roads in Lake County was completed by the contractor, Peter Kiewit Sons' Co. on August 31 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of \$2,645.17 will be released to the contractor on or after November 12, 1953. The total contract amount is \$88,172.49 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

11-2-53

RECEIVED
SEP 28 1953
FOR FILING

5-100(2)
- 11 -
3949

September 28, 1953

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10
Missouri

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Peter Kiewit Sons' Co. on contract No. 3949, for surfacing on the Maddock Corner-Westside Section of the Cottonwood Creek and Westside County Roads, Lake County.

This payment, in the amount of \$55,836.32, will be released to the contractor on or after October 8, 1953. The retained percentage is \$2,645.17.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

9-28-53 *gl*

State OregonProject No. 8-100(2)

Federal Aid Secondary

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953,
by and between The Oregon State Highway Commission,
constituting

for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public
Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the
act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary
thereto:

Whereas the Highway Department of said State submitted on the 9th day
of March, 1953, a program, which was approved on
the 27th day of April, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the admin-
istration of the act, has furnished surveys, plans, specifications, and/or estimates for said project
which were recommended for approval by the District Engineer of the Bureau of Public Roads on
the 1st day of May, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans,
specifications, and/or estimates, and the sum of _____
forty-two thousand, and 00/100
dollars (\$ 42,000.00) as the share of the United States payable under said act on account of said
project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost
thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully per-
formed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby
mutually agree as follows:

Rev

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920;
(Include date and citation of
Chapter 529, Laws 1939.
act of legislature by which authorized)

(b) From other sources Cash deposited by Lake County with the Highway Department

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+31 on the line between Sections 13 and 14, T-39-S,
R-19-E, W.M. and survey station 345+00 in the NW 1/4, Section 4,
T-40-S, R-19-E, W.M., without exception,

length 6.491 miles, in Lake County,
Secondary
 being Oregon Federal Aid / project No. 8-100(2), consisting of 6.491 miles of
 roadway and no bridges, with of more than 20 feet clear span, of which 0.113 miles is

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____
forty-two thousand, and 00/100

dollars (\$ **42,000.00**), which does not exceed the authorized Federal pro rata share of _____
seventy-three thousand, eight hundred thirty-five and 30/100

dollars (\$ **73,835.30**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said

State to receive public funds of the State of **Oregon**

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____

(Include reference to statute authorizing

Chapter 529, Laws 1939

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

RECOMMENDED FOR APPROVAL:

[Signature]
STATE HIGHWAY ENGINEER

Attest

[Signature]
SECRETARY

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Charles Reynolds

Member, State Highway Commission
(Title of officer)

By

M. H. Lee

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

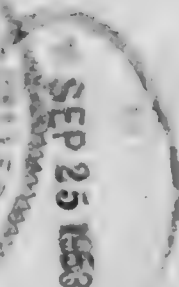
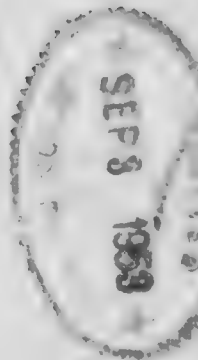
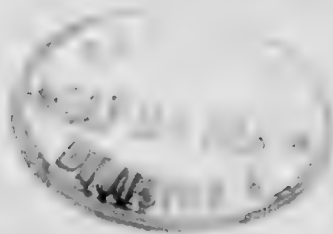
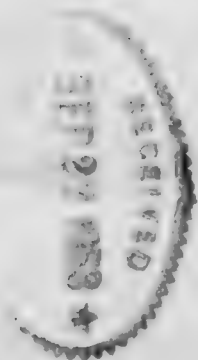
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

W. H. Smith

Division Engineer,
Bureau of Public Roads.



Oregon State Highway Department

Federal Aid Secondary
Project No. 8-100 (2)

MATCH UNIT. MADDOCK CORNER-WEST SIDE SECTION
OF THE WEST SIDE ROAD IN LAKE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 10, 1953

Item Code 5231

Rightway (Sta. 0/31 to Sta. 147/63.11 = 149/58.55 to Sta. 345/00)

(Contract No. 3949)

8,700 cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	\$ 3.00	\$26,100.00
220 M-gal.	Sprinkling	3.50	770.00
3,960 cu. yds.	Furnishing and Placing Aggregates	4.30	17,028.00
350 tons	Furnishing and Placing 150-200 Asphalt	53.00	18,590.00
85 tons	Furnishing and Placing RS-1 Emulsified Asphalt	55.00	4,675.00
	Subtotal		\$67,123.00
	10% Engr. & Cont.		6,712.30
	Total		\$73,835.30

Length of Roadway
Cost per Mile

6.491 Miles
\$11,375.03

Federal Funds - - - - -	\$42,000.00
State Funds - - - - -	14,000.00
County Funds - - - - -	17,835.30
	\$73,835.30

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529,
Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal A14 Secondary
Project No. S-100 (2)

NORTH UNIT, MADDOCK CORNER-WESTSIDE SECTION
OF THE WESTSIDE ROAD IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 1, 1953

Type Code 5231

Roadway (Sta. 0+31 to Sta. 147+63.11 - 149+58.55 to
Sta. 345+00)

8,700 cu. yds.	3/4" - 0 Gravel in Leveling Courses and Shoulders	\$ 3.10	\$26,970.00
220 H-gals.	Sprinkling	3.00	660.00
3,960 cu. yds.	Furnishing and Placing Aggregates	4.25	16,830.00
350 tons	Furnishing and Placing 150-200 Asphalt	43.00	15,050.00
85 tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	3,825.00
	Subtotal		\$63,335.00
	10% Engr. & Cont.		6,333.50
	Total		\$69,668.50

Length of Roadway
Cost per mile

6.491 miles
\$10,733.09

Federal Funds	-----	\$42,000.00
State Funds	-----	13,834.25
County Roads	-----	13,834.25
		<u>\$69,668.50</u>

Federal Aid Secondary

State OregonProject No. S-101(2)U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1953,by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of March, 1953, a program, which was approved on the 27th day of April, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 1st day of May, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of

twelve thousand, four hundred and 00/100

dollars (\$ 12,400.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

REL

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920,
(Include date and citation of
Chapter 529, Laws 1939.
act of legislature by which authorized)

(b) From other sources Cash deposited by Lake County with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 345+00 in the NW 1/4, Section 4, T-40-S, R-19-E,
W.M. and survey station 265+00 in the SE 1/4, Section 8, T-40-S,
R-19-E, W.M., without exception,

Secondary, length 1.878 miles, in Lake County,
being Oregon Federal Aid / project No. 8-101(2), consisting of 1.878 miles of
roadway and no bridges, and of more than 20 feet clear span, of 12 to 14 feet

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____
twelve thousand, four hundred and 00/100
 dollars (\$ 12,400.00), which does not exceed the authorized Federal pro rata share of _____
twenty-one thousand, two hundred fifteen and 70/100
 dollars (\$ 21,215.70), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said

State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____

(Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

[Signature]
STATE HIGHWAY ENGINEER

Attest
[Signature]
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)
By [Signature]
Member, State Highway Commission
(Title of officer)
By [Signature]
Member, State Highway Commission
(Title of officer)
By _____
(Title of officer)
By _____
(Title of officer)

By [Signature]
COMMISSIONER OF PUBLIC ROADS,
Division Engineer,
Bureau of Public Roads.

SEP 25 1953
SEP 25 1953
SEP 25 1953

Oregon State Highway Department

Federal Aid Secondary
Project No. 5-101 (2)

SOUTH UNIT, MANDOOK CREEK-WEST SIDE SECTION
OF THE COTTON CREEK ROAD IN LAKE COUNTY

(Estimate as a basis for project agreement, based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 5231

Boundary (Sta. 345+00 to Sta. 347+52.47 - Sta. 168+35.14 to Sta. 245+00)
(Contract No. 3749)

2,500 cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	\$ 3.00	\$ 7,500.00
60 M-gal.	Sprinkling	3.50	210.00
1,140 cu. yds.	Furnishing and Placing Aggregates	4.30	4,902.00
100 tons	Furnishing and Placing 150-200 Asphalt	53.00	5,300.00
25 tons	Furnishing and Placing RS-1 Emulsified Asphalt	55.00	1,375.00
	Subtotal		19,287.00
	10% Migr. & Cont.		1,928.70
	Total		\$21,215.70
	Length of Roadway	1.078 Miles	
	Cost per Mile	\$21,276.96	

Federal Funds	-----	\$12,400.00
State Funds	-----	4,200.00
County Funds	-----	4,615.70
		\$21,215.70

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529,
Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. 8-101 (2)

SOUTH UNIT, MADDOCK CORNER-WESTSIDE SECTION
OF THE COTTON CREEK ROAD IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 1, 1953

Type Code 5231

Roadway (Sta. 345+00 to Sta. 347+56.47 = 168+35.14 to
Sta. 265+00)

2,500 cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	\$ 3.10	\$ 7,750.00
60 W-gals.	Sprinkling	3.00	180.00
1,140 cu. yds.	Furnishing and Placing Aggregates	4.25	4,845.00
100 tons	Furnishing and Placing 150-200 Asphalt	43.00	4,300.00
25 tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	1,125.00
	Subtotal		\$18,200.00
	10% Engr. & Cont.		1,820.00
	Total		\$20,020.00

Length of Roadway 1.878 miles
Cost per mile \$10,660.27

Federal Funds - - - - -	\$12,400.00
State Funds - - - - -	3,810.00
County Funds - - - - -	3,810.00
	\$20,020.00

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
 FOR CONSTRUCTION PROJECTS ONLY

5-1016)
 5-1016)

For Week Ending Sept. 5, 1953

Section Maddock Corner Westside Kind of work Oil Mat Surfacing

Highway Cottonwood Creek & Westside Co. Section prefix 519-1018

Contractor Peter Kiewit Sons Co. Contract number 3949

Date of contract May 25, 1953 Date of completion Aug. 31, 1953

Date work started June 8, 1953 Estimated date of completion , 1953

Amount of contract \$86,410.00 Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering \$88,172.49

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date \$3455.65, 50 % Date project was completed August 31, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

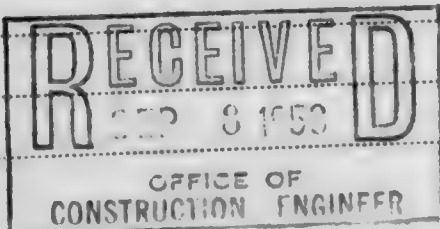
All work completed Monday evening. Contractor bladed and rolled roadway Tuesday. Took equipment out Tuesday evening.

Mr. Dean Swift, Assistant Division Engineer inspected this project Wednesday, ordered Contractor to put blade back on road brooming, until last of week. Clean up completed.

Final report.

NOTED
 FOREST COOPER

NOTED
 H. G. SMITH



Signed

Address Lakeview

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				8.37	
Miles partially completed				8.37	
Miles completed				8.37	
Total estimated quantities				16,300 Agg 560 Oil	
Estimated quantities moved or placed to date				15,754 557.89	
Average daily quantities				187.5 Agg 6.6	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				2	

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
					OTHER SOURCES		
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders 1, Rollers 1, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, Trucks 6, Loader 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
1953
FOR FILING

17
5-111 (a)
3949

September 1, 1953

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 31, 1953 on Contract No. 3949, Madrox Corner-Westside Section, in Lake County, in connection with Federal Aid Project No. S-100 (2); S-101 (2).

Very truly yours, (

R. H. Baldock
State Highway Engineer

By

W. G. Williams
Assistant State Highway Engineer

DBP:ac

cc: John Cattrall

RECEIVED
JUN 26 1953
FOR FILING

June 24, 1953

Peter Kiewit Sons' Company
8th & Douglas Streets
Longview
Washington

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3949, which was awarded to you on May 25, 1953 by the State Highway Commission, covering oil mat surfacing on the Maddock Corner-Westside Section of the Cottonwood Creek and Westside County Roads in Lake County. This copy is for your files.

A copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

~~Floyd Query, Acting Secretary~~

dc
encl.

RECEIVED
1953
FOR FILING

S-100(-)
S-101(-)
17

June 12, 1953 .

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 8, 1953, on Contract No. 3949, Maddock Corner-Westside Section, in connection with Federal Aid Project No. 3-100 (2), 3-101 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DHP/sje

RECEIVED
JUN 18 1953
FOR FILING

S-100(-)
S-101(2)
2949

MISC. CONTRACTS and
AGREEMENTS No. 1778

Salem, Oregon
May 25, 1953

Agenda Item 40-3

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is one conformed copy and five certified copies of two agreements with Lake County covering financing and maintenance of Cottonwood Creek and West Side County Roads.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Lake County.

Yours very truly,

Acting Secretary

rn
Attach: 6

AGENDA
MAY 18 1953

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

45-3

Salem, Oregon
May 8, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Query

Enclosed are three copies each of agreements with Josephine and Lake Counties covering financing of the George Road-East Junction and the Maddock Corner-West Side County FAS projects. Two copies of each agreement have been executed by the respective counties and are now ready for presentation to the Commission.

Also enclosed are seven copies each, executed by Josephine and Lake Counties, of maintenance agreements covering these same projects. After signature by the Highway Commission, please return five either certified true copies or executed copies of each agreement to this office for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

2 "A" copies of agreement for signature
JFH:MM
Encl

RECEIVED
1953

RECEIVED
FOR FILING

- 10261
117-1
3747

AGENDA
JUN 2 5 1953

3a-4

May 25, 1953

Peter Kiewit Sons' Co.
Box 491
Longview, Washington

Gentlemen:

The State Highway Commission on May 18th accepted your proposal for work on the Maddock Corner-West Side Section of the Cottonwood Creek and West Side County Roads west of Lakeview in Lake County for the sum of \$86,410, and on the same day awarded Contract No. 1949 to you subject to concurrence from the Bureau of Public Roads and provisions made by Lake County for the deposit of \$24,400 which is the County's share of the cost based upon the low bid. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

ml

cc - Mr. W. M. Fransua
Mr. E. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

ER

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

W. P. MARSHALL, PRESIDENT

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 25, 1953
2:50 p.m.

Peter Klouit Sons' Co.
Longview, Washington

The State Highway Commission today received satisfaction of condition governing award to you of contract for Maddock Corner-West Side Section of Cottonwood Creek and West Side County Roads in Lake County for which you submitted low bid on May 18, 1953. Contract forms will be mailed you shortly for execution.

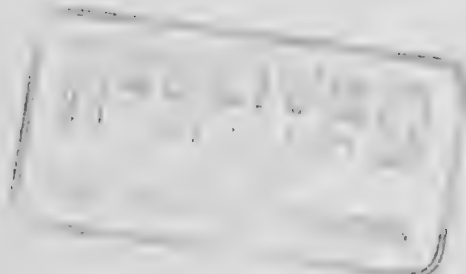
H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query, Acting Secretary

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

C. G. Folk
C. G. FOLK
District Engineer

*Copy sent to
Mr. Pradett*



RECEIVED
JUN 1 - 1953
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 25, 1953

NOTED
C. G. POLK

Mr. R. H. Baldeck
State Highway Engineer
Salem, Oregon

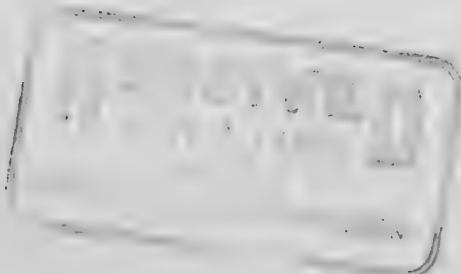
Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-100 (2), North Unit, Maddock Corner-Westside Section of the Westside Road, to Peter Kiewit Sons Company of Longview, Washington, low bidder in the total amount of \$86,410.00 for this project and Project S-101(2) at the May 18, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

*Copy sent to
Mr. Product*



RECEIVED
JUN 11 1953
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-101(2)
S-101(1)
1-1-1

May 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

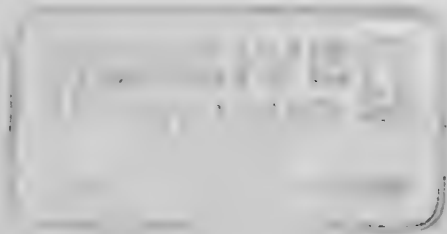
This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-101(2), South Unit, Maddock Corner-Westside Section of the Cottonwood Creek Road, to Peter Kiewit Sons Company of Longview, Washington, low bidder in the total amount of \$86,410.00 for this project and Project S-100(2) at the May 18, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK

District Engineer

*Copy sent to
Mr. Prickett*



RECEIVED
MAY 11 1953
FOR FILING

5-11-53
5-11-53
2741

May 25, 1953

Mr. C. G. Palk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for surfacing and oiling work on the Maddock Corner-Westside Section of the Cottonwood Creek and Westside County Roads in Lake County, Projects S-100 (2) and S-101 (2), to the Peter Kiewit Sons' Co. of Longview, Washington, on the basis of the bid of \$86,410 submitted on May 18, 1953.

All rights of way required for this contract have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED

FOR FILING

S-100(3)

S-101.1

3949

C
O
P
Y

Salem, Oregon
May 25, 1953

Mr. W. C. Williams
O F F I C E

We have received this date advance deposits in the amounts of \$12,200; \$24,400; and \$17,900 from Jackson, Lake, and Clackamas Counties respectively as advance deposits for the Thompson Creek bridges in Jackson County, the Maddock Corner-West Side Project in Lake County, and the Damascus-Boring Project in Clackamas County. These projects are now clear for award of a contract.

/s/ John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JPH:MM

Copy to S. H. Probert

NOTED
J. W. CATTRALL

May 20, 1953

NOTED
Harold C. Ayers

Lake County Court

Lakeview, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. F. HAGEMANN

Gentlemen:

On May 18 the Highway Commission received a satisfactory bid from Peter Kiewit & Sons of Longview, Washington, for the oiling of the Maddock Corner-West Side Section of FAS 407 and 408. Under the provisions of the agreement between the state and county, an advance deposit of 20% of \$91,000 (total FAS funds available for this project) and all of the estimated total costs based on the low bid in excess of \$91,000 will be required from the county prior to award of a contract. The amount of this deposit is as follows:

Bid Items	\$ 86,410.00
12-1/2% Engineering & Contingencies	10,801.25
Estimated Total Cost	\$ 97,211.25
Advance Deposit: 20% of \$91,000 =	\$18,200
Excess over \$91,000 =	6,200
Total Advance Deposit	\$ 24,400.00

Please make this deposit by means of a certified check in the amount of \$24,400 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of same a contract will be awarded.

After completion of the project an adjustment in county participation will be made based on the actual project costs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

Pro 407-408

NOTED
Harold C. Ayers

May 8, 1953

Lake County Court
Courthouse
Lakeview, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of two copies of a finance agreement, seven copies of a maintenance agreement, and six copies of an encroachment resolution in connection with the proposed Maddock Corner-West Side FAS project.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JPH:MM

400 407-408

RECEIVED
Harold C. Ayers

May 5, 1953

NOTED
J. W. CATTRALL

Lake County Court
Courthouse
Lakeview, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

The State Highway Commission plans to accept bids on the Maddock Corner-West Side Section of the Cottonwood Creek and West Side County Roads, FAS Highways 407 and 408, on May 18. Enclosed are the following documents for execution by the Lake County Court in connection with this project.

1. Agreement covering financing (2 copies)
2. Maintenance agreement (7 copies)
3. Encroachment resolution (7 copies)

The agreement covering financing provides that the State and County will share equally all costs over and above Federal funds collected for the project, providing that the total costs do not exceed \$91,000, which sum represents Lake County's total FAS allocation for the fiscal years 1954 and 1955. If the project costs exceed \$91,000 Lake County will, in addition to the above participation, pay all costs in excess of \$91,000. Our present cost estimate for this project is \$91,000; however, the actual low bid price will govern. After bids have been received on May 18th, the County will be advised of the estimated total cost based on the low bid and also of the amount of the advance deposit which will be required from the County. If the estimated cost based on the low bid exceeds \$91,000 the County may elect to reject the agreement and a contract will not be awarded. In this event the project will probably be reduced in length to bring the costs within \$91,000 and readvertised for bids at a later date.

The maintenance agreement is a standard form of agreement required by the Federal Bureau of Public Roads in connection with all projects of this nature. It provides that the County will maintain the section improved in a manner satisfactory to the Bureau of Public Roads.

The encroachment resolution is another standard B.P.R. form and provides that the County will permit no encroachments upon the right of way which will permanently interfere with the free and convenient flow of traffic.

Lake County Court

-2-

May 5, 1953

Please sign and have the County Clerk attest all copies of both agreements and return them to this office, and sign and have the County Clerk attest all copies of the resolution and return six copies to this office, retaining the original for your records. After signature by the Highway Commission, a fully executed copy of both agreements will be returned to the County.

Your immediate attention to this matter will be appreciated.

Also enclosed, for your information and records, is a set of project plans and specifications. The specifications provide that work shall be completed on or before August 31, 1953.

If you have any questions on this matter, please contact either myself or Mr. Hagemann, Assistant County and City Relations Engineer, at Salem, phone #4-2171, extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RECEIVED

FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 1, 1953

NOTED
W. C. WILLIAM

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-100(2), North Unit, Maddock Corner-Westside Section of the Westside Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please furnish the usual copies of county maintenance agreement and encroachment resolution prior to preparation of the project agreement.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

SH

RECEIVED
X FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 1, 1953

S-101(2)
S-101(2)
2-1-1

Mr. R. E. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-101(2), South Unit, Maddock Corner-Westside Section of the Westside Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please furnish the usual copies of county maintenance agreement and encroachment resolution prior to preparation of the project agreement.

Very truly yours,

C. O. Folk
C. O. Folk
District Engineer

NOTED
W. C. WILLIAMS

W. C. Williams

NOTED
J. W. CATTRALL

Salem, Oregon
April 6, 1953

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

The attached field data covering the Maddock Corner-West Side FAS project in Lake County includes 3000 yards of stockpiled maintenance rock (Items 6, 7, and 8) for later use by Lake County.

In checking this matter with Mr. Swift, Assistant Division Engineer of Division 4, it developed that this stockpiled rock was included under the impression that FAS funds could be used to pay for it. Such is not the case as the federal law specifies that no FAS funds shall be used for maintenance operations. Mr. Swift, upon being advised of the above, stated that the provision for stockpiling the rock should be removed from the project and he will advise the County to negotiate directly with the contractor for any material they may require.

Mr. Swift also suggested that the leveling course be increased from 2" to 3" in depth if possible under the \$91,000 available for this project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

cc: Mr. V. G. O'Neill

NOTED
Harold C. Ayers

January 30, 1953

Lake County Court

Lakeview, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the project in Lake County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Bend and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Lake County, this will be approximately \$18,200 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

NOTED
J. W. CATTRALL

File 4074408

LAKE COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - \$91,000
1955 - \$--

PROPOSED PROJECTS:

1954 - FAS 407 and 408 from the Klamath Falls-Lakeview Highway to West Side, a distance of approximately 8.4 miles. Place levelling course, binder course, and 20' wide 0-11.

1955 - None.

REMARKS: This entire section was recently graded and base rock placed, partially under an FAS project and partially by county forces. The large sizes of the pit run gravel base are beginning to show and maintenance of this road as a gravel surface is becoming increasingly difficult. In order to protect the initial investment in base material it is recommended that this project be programmed for the fiscal year 1954.

J. R. HECKMAN
COUNTY JUDGE
ROY MOREHOUSE
TREASURER
P. W. HOTCHKISS
COMMISSIONER
ZANE GRAY
CLERK
THOMAS S. ELLIOTT
SHERIFF

LAKE COUNTY
STATE OF OREGON

LAKEVIEW, OREGON

Oct. 2, 1952

C. H. LANGSLET
ASSESSOR
HARVEY R. SANDERS
TREASURER
ANNE SPRAGUE
SCHOOL Supt.
EVERETT OSTERMAN
CORONER

Callahan
6.6.52
FMS 405

State Highway Commission
Salem, Oregon

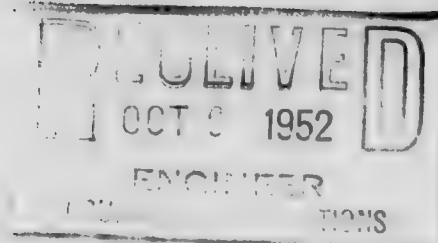
Gentlemen:

In reply to your request for information regarding the 1953-54 aid projects, we wish to apply for the entire two years funds, to be used on an oiling program, in 53 in the Westside highway.

Yours very truly,

J. R. Heckman
J. R. Heckman
County Judge.

JRH:gc



S-271(2) Damascus-Boring Sec., Clacka- 1953
mas-Boring Co. Rd.
#3950

NOTED
H. S. COX

COUNTY OF CLACKAMAS

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

DEPARTMENT OF PUBLIC WORKS

JOHN C. MCINTYRE
Director
Phone 656-2641
Ext. 281

902 ABERNETHY ROAD CLACKAMAS, OREGON CITY, ORE. 97045

February 26, 1969

FAS 129

Mr. H. S. Cox, Engineer
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

We are in need of making some repairs on Market Road 16 (State Highway 212), which runs from Rock Creek easterly to the town of Boring.

At one time, this was an F.A.S. route and was rebuilt under the direction of the State Highway Department.

We do not have in our files the original construction plans for this section. For this reason, we would request that you send us a copy of all information you have regarding the above-mentioned road.

Sincerely yours,

John C. McIntyre
John C. McIntyre
Director of Public Works

JCM: lvs



NOTED
HAROLD
REYNOLDS

*R/W Maps & Plans
Delivered 3-6-69*

[Signature]

NOTED
[illegible]

NOTED
RICHARD UNREIN

NOTED
P. B. [illegible]

NOTED
[illegible]

FAS 129

January 31, 1967

NOTED
H. S. COX

Mr. Dexter E. Milne
Clackamas County Surveyor
940 Warner Milne Road
Oregon City, Oregon 97045

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Dear Sir:

We are mailing under separate cover, this date, prints of maps showing alignment of the Rock Creek-Damascus and Damascus-Boring Sections of ORE 212, FAS 129 in your County as requested by your letter of January 12, 1967.

In regards to field notes on these sections the following are on file here:

- Cross section notes: Damascus-Boring Section.
- Cross section notes: Station 10+00--Station 212+00 on the Rock Creek-Damascus Section.
- Culvert and Drain pipe notes: Structural excavation, Damascus-Boring Section.
- Culvert and Cross section notes: Rock Creek-Section.
- Culvert pipe; Drain pipe drainage excavation: Rock Creek-Damascus Section.
- General field computation notes: Rock Creek-Damascus Section.
- Concrete Road approaches: Rock Creek-Damascus Section.

NOTED

HAROLD
REYNOLDSON

The above notes are available in our office engineering Department. We understand however, that these books are to remain here in the permanent files and are available only for reference or copy.

Please let us know if we can be of further assistance.

Very truly yours,

H. S. Cox
County and City Engineer

By

P. B. Arensmeier

P. B. Arensmeier
Mapping and Records Engineer

PBA:nr

NOTED
R. H. FRANGE

NOTED

COUNTY OF CLACKAMAS

JOHN H. KEELEY
ENGINEER AND SURVEYOR

ENGINEER'S & SURVEYOR'S OFFICE

Phone OLive 6-2641

940 WARNER-MILNE RD.

OREGON CITY, OREGON 97045

January 12, 1967

City-County Relations Section
Oregon State Highway Dept.
Salem, Oregon

ATTENTION: Mr. Don Harwell:

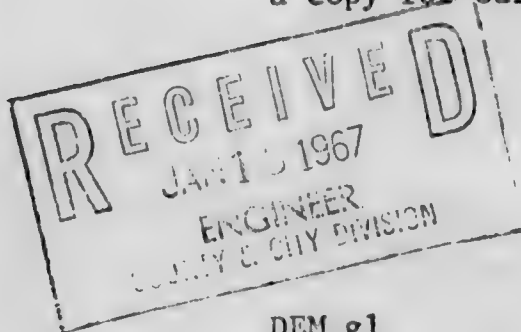
Dear Don:

During the early fifties your department completed a F.A.S. project on a section of Market Road 16, also known as State Highway 212, from Rock Creek to Boring.

We have no record of an alignment map ever having been filed with this office for this work, though the need for such a map is apparent.

Mr. Willard Schofield of your Milwaukie section has inquired for us and advises that he has traced the map to City-County Relations. There the trail ends.

Will you inquire further to see if you can find the missing map and obtain a copy for our records?



Yours truly,

Dexter E. Milne

Dexter E. Milne
County Surveyor

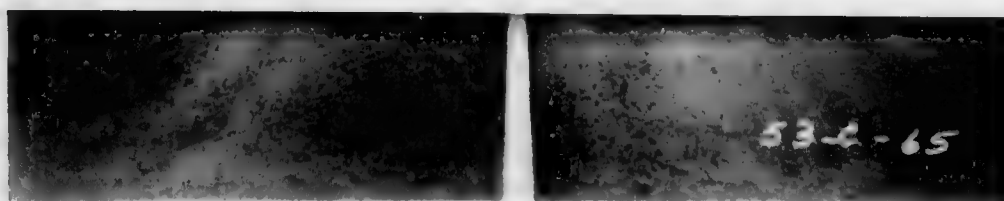
DEM gl

P.S. Additionally we would like to receive any field notes which may reference the points set during construction of this segment of road.

FAS 112 County 112 Contract No. 112

Section 112

Location 112



53-4-65



1955
200



83-0-32



83-0-33

556143

1955



341955

950

1955 2 25 2

1955 2 25 2

INVOICE

Oregon State Highway Department

Salem, Oregon

FAS 129
Clark Co.

Clackamas County

Oregon City, Oregon

Attn: County Court

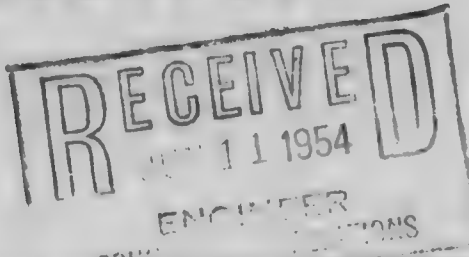
Invoice No. 34043

Date June 10, 1954

Your Req. No.

Billing Request No. CC 91

Credit distribution: 502-144-297



Final Billing for county share of total costs of the Damascus-Boring county FAS project in Clackamas County.
Covered by agreement dated May, 1953, which provides county shall pay 50% of the difference between total costs and federal funds collected for this project.

Original Advance Deposit	17,900.00	
Amount previously transferred	<u>16,000.00</u>	
Balance Advance Deposit		1,900.00
Cost of project per attached statement	85,666.27	
Federal cooperation	<u>52,276.00</u>	
Balance	33,390.27	
County share 50%	<u>16,695.14</u>	
Credit for previous transfer	<u>16,000.00</u>	
Balance due		695.14

ACKNOWLEDGMENT OF BILLING REQUEST
To be returned

Cash Received with Request: \$

By

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
J. F. HAGEMANN

June 10, 1954

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
V. JONES

NOTED
Harold C. Jones

Gentlemen:

Final costs on the Damascus-Boring county FAS project are now available and it has been determined that the agreed county share of these costs is \$16,695.14. As the County initially deposited \$17,900 a refund of \$1,204.86 will be made within the next week or ten days. This refund will be by means of a check from our Accounting Division which will be accompanied by an "Itemized Statement of Final Costs."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
J. F. HAGEMANN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: Rock Creek - Damascus

County: Clackamas

Length of Project:

Prefix: 503-1464-900

Highway: FAS 129

Res. Eng'r.: James Don

Stations 10+00 to 212+00

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	Surfacing in Place	Topping or Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
10+00 to 212+00	15"	3"	18"			13"	1½	3½	18"	Medium

NOTE:

On revised and widened portions full thickness of base and wear shall be used. Old pavement to be covered with new P.C. only. To be accomplished by random leveling of old surface followed by 1½ inches of AC over the entire pavement areas.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer
2/16/54

Submitted by

Recommended by

Recommended by

Approved by

Asst. Construction Engineer

Construction Engineer

Engineer of Materials

Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design Data Sheet

Section: Rock Creek - Damascus
County: Clackamas
Length of Project:

Prefix: 503-1464-900

Highway: FAS 129
Res. Eng'r.: James Don
Stations: 10+00 to 212+00

Section: 100		County: Clackamas		Length of Project:		Prefix: 200		Station:		Computed Thickness					Traffic	
Location		Soil Characteristics								Computed Thickness					Traffic	
Station	Re	C	L	Depth	% Pass 200	L ₁	L ₂	P ₁	I ₁	R Value	% Silt	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Traffic	
L 13 +50		x		1 - 3	95.4	30		8	16	59.1		14½	3	17½	Medium	
L 33 +00		x		2-10	95.1	30		7	10	65.7		15	3	18½	"	
39 +00			10'	1	88.7	31		4	9	63.2		15½	3	18½	"	
61 +00			10'	1'	78.7	40		0	28	46.2		12½	2½	15	"	
64 +70			8'	5'-8'	82.8	47		4	30	44.9		12	2	14	"	
64 +70			8'	12'-17'	69.2	52		6	35	41.4		11	2	13	"	
137 +50			10'	1'	92.9	36		14	19	53.2		15	3	18	"	
200 +00			10'	1'	89.1	32		10	10	54.9		15½	3	18½	"	

NOTE:
Existing road surface is in good shape, shows no unusual distress.

NOTE:

Existing road surface is in good shape, shows no unusual distress.

RECEIVED
FOR FILING
71(-)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 11, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
<u>1950</u>	<u>5-final</u>	<u>BARLER BROS. INC & ROGERS CONSTR. INC</u>	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
<u>22128</u>	<u>R-80298</u>	<u>\$ 2,422.25</u>	<u>11.12/53</u>

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[Signature]
ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: Aug. 6, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-16-53

To the Accounting Division:

Release of the above warrant is hereby authorized

[Signature]
H. B. Glaisyer
Secretary

Warrant Mailed:

[Signature]

NOTED ON CARD
11-16-53

RECEIVED
NOV 3 1953
FOR FILING

3-2711(2)
375

November 2, 1953

Peerless Casualty Co.
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3950 for work performed on the Damascus-Boring section of the Clackamas-Boring County Road in Clackamas County was completed by the contractor, Babler Bros. Inc. & Rogers Construction, Inc., on August 6 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of \$2,422.25 will be released to the contractor on or after November 12, 1953. The total contract amount is \$80,987.64, of which amount \$367.75 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooley & Co.
Board of Trade Bldg.
Portland, Oregon

NOTED ON CARD

11-2-53, JF

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 5291

COUNTY OF CLACKAMAS

COUNTY COURT

COUNTY COURT HOUSE OREGON CITY, OREGON

September 10, 1953

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Mr. John W. Cattrall
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Dear John:

This is to acknowledge receipt of your letter stating that the work on the Damascus-Boring Section of the Clackamas-Boring Road, FAS #129, was completed on August 6, 1953.

The County will assume maintenance on this project as of August 6, 1953.

We wish to extend our best wishes to Engineers Frank Young and James Don, and their crews, for the efficient work performed on this project.

Sincerely,

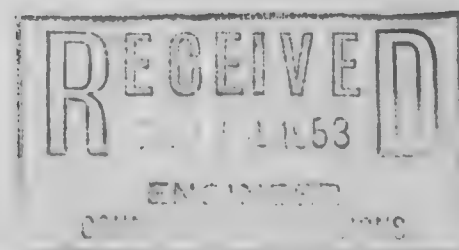
CLACKAMAS COUNTY COURT

Wallace R. Telford
County Judge

Stan Skoko
County Commissioner

Bob Jones
County Commissioner

WRT/mp



September 4, 1953

NOTED
Harold C. Ayers

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract #3950 for the Damascus-Boring Section of the Clackamas-Boring Road, FAS 129, was completed on August 6, 1953.

Under the terms of the maintenance agreement signed by the County May 8, 1953, and by the State Highway Commission on May 19, 1953, the County now assumes maintenance of and continues jurisdiction over the above project as of date of completion, August 6, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDC:MM

RECEIVED

FOR FILING

3-491(2)

3950

September 4, 1953

Peerless Casualty Co.
Rathbone, King & Sealey
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc. in connection with contract No. 3950, for grading and paving on the Damascus-Boring Section of the Clackamas-Boring County Road, Clackamas County.

This payment, in the amount of \$5,115.64, will be released on or after September 14, 1953. The retained percentage is \$2,429.86.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Deely & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

9-11-53

RECEIVED

FOR FILING

3-271(2)
3950

September 3, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 6, 1953 on Contract No. 3950, Dunsmuir-Doring Section in Clackamas County, in connection with Federal Aid Project No. 3-271 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

State Oregon

Federal Aid Secondary

Project No. S-271(2)U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of October, 1953,by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of April, 1953, a program, which was approved on the 1st day of May, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 4th day of May, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-four thousand, two hundred and 00/100 dollars (\$ 54,200.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:



(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920;

(Include date and citation of

Chapter 529, Laws 1939.

act of legislature by which authorized)

(b) From other sources Cash deposited by Clackamas County with the Highway Department

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

Between survey station 212+00 on the south line of Section 3, T-2-S, R-3-E,

W.M. and survey station 377+75 in the NE 1/4, Section 1, T-2-S,

R-3-E, W.M., without exception,

_____, length 3.111 miles, in Clackamas County,
being Oregon Federal Aid / project No. S-271(2), consisting of 3.111 miles of
roadway and no bridges, ~~each~~ of more than 20 feet clear span, _____ of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____
fifty-four thousand, two hundred and 00/100
 dollars (\$ 54,200.00), which does not exceed the authorized Federal pro rata share of _____
eighty-seven thousand, five hundred forty-two and 40/100
 dollars (\$ 87,542.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____
the State Treasurer
(Official or depository)
 hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon _____
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

Floyd B. ...
Asst. SECRETARY

RECOMMENDED FOR APPROVAL

W. H. ...
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Charles Reynolds
Member, State Highway Commission
(Title of officer)

By

W. R. McLean
Member, State Highway Commission
(Title of officer)

By

(Title of officer)

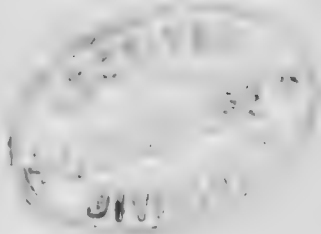
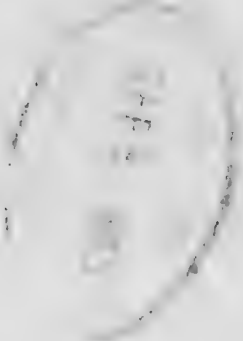
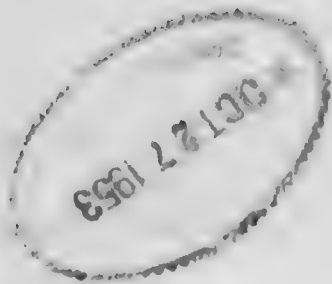
By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

W. H. ...
Division Engineer,
Bureau of Public Roads.



Oregon State Highway Department

Federal Aid Secondary
Project No. 8-271 (2)

DAMASCUS-BORING SECTION

OF THE CLACKAMAS-BORING ROAD IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, August 11, 1953

Type Code 6201

Roadway (Sta. 212+00 to Sta. 377+75) (Contract No. 3950)

All Required	Clearing and Grubbing		\$ 2,500.00
120 cu. yds.	Structural Excavation, Unclassified	4.00	480.00
9,700 cu. yds.	General Excavation, Unclassified	0.50	4,850.00
17,000 yd. stas.	Short Overhaul	0.03	510.00
4 C-yd. stas.	Long Overhaul	1.00	4.00
2.63 miles	Roadbed Widening and Shaping	2,500.00	6,575.00
720 lin. ft.	12-inch Corrugated Metal Pipe	3.00	2,160.00
140 lin. ft.	18-inch Corrugated Metal Pipe	4.00	560.00
130 lin. ft.	Metal Guard Rail	6.00	780.00
8,000 cu. yds.	2 1/2" - 0 Material in Base	2.00	16,000.00
2,800 cu. yds.	3/4" - 0 Material in Base and Shoulders	3.20	8,960.00
270 H-gal.	Sprinkling	3.00	810.00
70 cu. yds.	3/4" - 0 Material in Binder Course	6.00	420.00
12 tons	HC-3 Asphalt in Binder Course	60.00	720.00
5,270 tons	Class "B" Asphaltic Concrete	6.50	34,255.00

Subtotal \$79,584.00

10% Engr. & Cont. 7,958.40

Total \$87,542.40

Length of Roadway 3.111 Miles
Cost per Mile \$28,139.63

Federal Funds - - - - -	\$54,200.00
State Funds - - - - -	16,671.20
County Funds - - - - -	16,671.20

\$87,542.40

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529,
Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-271 (2)

DAMASCUS-BORING SECTION OF THE
CLACKAMAS-BORING ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 1, 1953

Type Code 6201
Roadway (Sta. 212+00 to Sta. 377+75)

All Required	Clearing and Grubbing		\$ 1,500.00
120 cu. yds.	Structural Excavation, Unclassified	\$ 3.00	360.00
9,700 cu. yds.	General Excavation, Unclassified	0.40	3,880.00
17,000 yd. stas.	Short Overhaul	0.025	425.00
4 C-yd. stas.	Long Overhaul	0.50	2.00
2.63 miles	Roadbed Widening and Shaping	1,200.00	3,156.00
720 lin. ft.	12-inch Corrugated Metal Pipe	3.00	2,160.00
140 lin. ft.	18-inch Corrugated Metal Pipe	4.50	630.00
130 lin. ft.	Metal Guard Rail	4.00	520.00
8,000 cu. yds.	2 1/2" - 0 Material in Base	3.25	26,000.00
2,800 cu. yds.	3/4" - 0 Material in Base and Shoulders	3.50	9,800.00
270 H-gals.	Sprinkling	3.00	810.00
70 cu. yds.	3/4" - 0 Material in Binder Course	5.00	350.00
12 tons	PC-3 Asphalt in Binder Course	45.00	540.00
5,270 tons	Class "B" Asphaltic Concrete	8.00	42,160.00
	Subtotal		\$ 92,293.00
	10% Engr. & Cont.		9,229.30
	Total		\$101,522.30
	Length of Roadway	3.111 miles	
	Cost per Mile	\$32,633.33	

Federal Funds	\$ 60,000.00
State Funds	20,000.00
County Funds	21,522.30
	\$101,522.30

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

S-271(2)

For Week Ending August 29, 1953

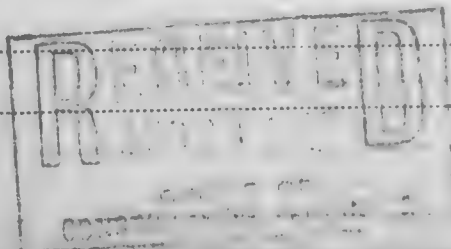
Section Damascus-Boring Kind of work Grading and Paving
 Highway Clackamas-Boring County Road Section prefix 503-1044
 Contractor Babler-Rogers Contract number 3950
 Date of contract May 25, 1953 Date of completion August 6, 1953
 Date work started May 28, 1953 Estimated date of completion August 6, 1953
 Amount of contract \$ 83,165.28 Per cent of time elapsed 100 %
 Estimated cost of completed project, exclusive of engineering \$ 81,095.34
 Per cent of contract completed, based on total contract price 97.51 %
 Engineering cost to date \$ 4,500.00, 70.68 % Date project was completed August 6, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final was submitted to Division Office

August 27, 1953.

NOTED
FORREST COOPER



Signed

James Don

Address

Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED

B. A. MARTIN

RECEIVED
JUN 26 1953
FOR FILING

5-271-11
37-

June 24, 1953

Peerless Casualty Company
Rathbone, King & Seeley,
310 SW Fourth Street
Portland 4, Oregon

Gentlemen:

We are enclosing herewith a copy of a fully executed contract awarded to Babler Bros., Inc., and Rogers Construction, Inc., by the State Highway Commission, as follows:

Contract No. 3950, for grading and paving on the
Danascus-Boring Section of the Clackamas-Boring County
Road in Clackamas County, awarded May 25, 1953.

We are sending you a copy of the above contract for your files as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

~~Floyd Query, Acting Secretary~~

cc
encl.

cc: Peerless Casualty Company
Dooly & Company, Agents
Board of Trade Bldg.,
Portland 4, Oregon

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.11	3.11			3.11
Miles partially completed					
Miles completed	3.11	3.11			3.11
Total estimated quantities	9700	10870			5270
Estimated quantities moved or placed to date	7172.9	71994			5147.70
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; County, ...%; County, ...%; County, ...%.

	NUMBER USED AND SECURED FROM					OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY				
Men								
Men and teams								
Men and trucks under 3 tons								
Men and trucks over 3 tons								
Men and tractors								

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants

Compressors, Bulldozers, Sheep-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Showers		
Wednesday	Showers		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
JUN 26 1953
FOR FILING

5-371
31

June 24, 1953

Peerless Casualty Company
Rathbone, King & Seeley,
310 SW Fourth Street
Portland 4, Oregon

Gentlemen:

We are enclosing herewith a copy of a fully executed contract awarded to Babler Bros., Inc., and Rogers Construction, Inc., by the State Highway Commission, as follows:

Contract No. 3950, for grading and paving on the
Tamasco-Poring Section of the Clackamas-Poring County
Road in Clackamas County, awarded May 25, 1953.

We are sending you a copy of the above contract for your files as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

~~Floyd Query, Acting Secretary~~

cc
encl.

cc: Peerless Casualty Company
Dooly & Company, Agents
Board of Trade Bldg.,
Portland 4, Oregon

RECEIVED
FOR FILING

PORTLAND TRACTION COMPANY
(PORTLAND RAILROAD AND TERMINAL DIVISION)

1635 S. E. WATER AVENUE
PORTLAND 14, OREGON

June 2nd, 1953.

Mr. W. C. Williams,
Assistant State Highway Engineer,
Salem, Oregon.

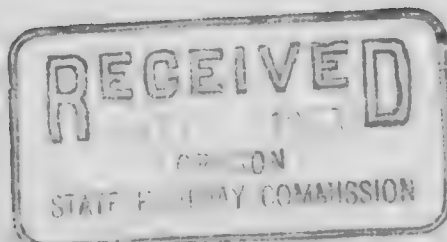
Dear Sir:

As requested in your letter of May 28th we hereby waive any objection to the installation of reflectorized crossing signs, and advance warning signs at our crossing of the Clackamas-Boring County Road at Boring, Oregon, and agree to maintain said signs as provided in Order No. 7058 of the Public Utilities Commissioner.

Yours very truly,

Ben Rossiter
Ben Rossiter
Chief Engineer.

BR/LA



OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Salem, Oregon
June 1, 1953

SUBJECT: R/W 13787
Damascus-Boring Section
Clackamas-Boring County Road
Clackamas County

To: Mr. A. G. Skelton
Division Engineer
Portland, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Mr. Skelton:

We enclose herewith copies of County options on the Damascus-Boring Section of the Clackamas-Boring County Road in Clackamas County.

File No.	Name	Area
20447	Gustaf Peterson, et al	1.43 acres
20449	John F. Meier, et al	0.45 acre
20450	Francis M. Stefanek, et ux	0.73 acre
20448	UNSIGNED OPTION IN THE NAME OF Archie N. Lundsteen with copy of RESOLUTION #1497	0.34 acre

No satisfactory agreement could be reached with Mr. Lundsteen; therefore, it has become necessary to bring condemnation proceedings against the owner for right of way.

Yours truly,

R. L. PORTER
Right of Way Engineer

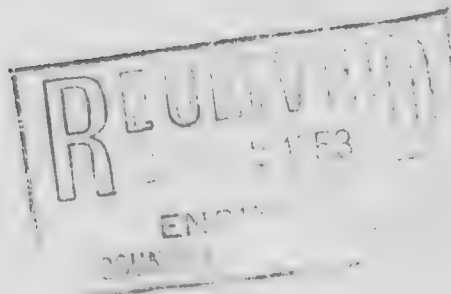
By

EARL F. SALING
Right of Way Office Mgr.

WG

Enclosures: 4 options
1 resolution

cc: Mr. John F. Hagemann
Assistant Engineer
County & City Relations



RECEIVED
JUN 2 - 1953
FOR FILING

S-271(2)
3950

June 1, 1953

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 28, 1953 on Contract No. 3950, Damascus-Boring Section, in connection with Federal Aid Project No. S-271 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
JUN 18 1953
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 1474

S-271(2)
3950

Salem, Oregon
May 26, 1953

Agenda Item 4-o-7

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached for further handling are five certified copies and one conformed copy of two agreements with Clackamas County covering financing and maintenance of the Damascus-Boring Section of the Clackamas-Boring FAS Highway 129.

The original of each agreement has been retained in this office for the Commission's files and a fully executed copy of each agreement has been sent to the County Court of Clackamas County.

Yours very truly,

Acting Secretary

rn
Attach: 6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 13, 1953

AGENDA

MAY 18 5

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

Enclosed are three copies of an agreement covering financing of the Damascus-Boring County FAS project in Clackamas County. Two copies have been signed by the County Court and are now ready for presentation to the Highway Commission.

Also enclosed are seven copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

*2 "A" attached
2 copies each for
signature*

JFH:MM
Encl.

Sd/C

RECEIVED
MAY 27 1953
FOR FILING

271(2)

May 26, 1953

County Court of Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Clackamas County one fully executed copy each of two agreements between the State Highway Commission and Clackamas County covering financing and maintenance of the Damascus-Boring Section of the Clackamas-Boring FAS Highway 129.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

rn
Enc. 2

RECEIVED
MAY 25 1953
FOR FILING

AGENDA

34-7

3-27110
3950

May 25, 1953

Babler Bros., Inc., & Rogers Construction Co.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19th accepted your proposal to perform grading and paving work on the Vanascus-Boring Section of the Clackamas-Boring County Road in Clackamas County for the sum of \$79,584.00, and on the same day awarded Contract No. 3950 to you subject to concurrence from the Bureau of Public Roads and provisions made by Clackamas County for the deposit of \$17,900 which is the County's share of the cost based upon the low bid. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

cc -

Mr. W. M. Fransua
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

ER.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

W. P. MARSHALL, PRESIDENT

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 25, 1953
2:55 p.m.

Babler Bros., Inc., & Rogers Construction Co.
4617 E. E. Milwaukee Avenue
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Damascus-Boring Section of Clackamas-Boring County Road in Clackamas County for which you submitted low bid on May 19. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query, Acting Secretary

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

C. G. Polk
C. G. POLK
District Engineer

*Copy sent to
Mr. P. H. Hest*

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

9-211(4)

May 25, 1953

Mr. R. H. Baldeck
State Highway Engineer
Salem, Oregon

C. WILLIAMS

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project S-271 (2), Damascus-Boring Section of the Clackamas-Boring Road, we hereby concur as of this date in award of contract to Babler and Rogers of Portland, Oregon, low bidder in the amount of \$79,584.00 at the May 19, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK

District Engineer

*Copy sent to
Mr. Probert*



RECEIVED
MAY 26 1953
FOR FILING

May 25, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Damascus-Boring Section of the Clackamas-Boring County Road in Clackamas County, Project S-271 (2), to Babler Bros., Inc. and Rogers Construction Co. of Portland, Oregon, on the basis of the bid of \$79,584 submitted on May 19, 1953.

All rights of way required for this contract have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED

FOR FILING

S-2716

3950

COPY

Salem, Oregon
May 25, 1953

Mr. W. C. Williams
OFFICE

We have received this date advance deposits in the amounts of \$12,200; \$24,400; and \$17,900 from Jackson, Lake, and Clackamas Counties respectively as advance deposits for the Thompson Creek bridges in Jackson County, the Maddock Corner-West Side Project in Lake County, and the Damascus-Boring Project in Clackamas County. These projects are now clear for award of a contract.

/s/ John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JPH:MM

Copy to S. H. Probert

NOTED
Harold C. Ayers
NOTED
J. W. CATTRALL

Salem, Oregon
May 22, 1953

Mr. R. L. Porter
Right of Way Engineer

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Enclosed are copies of real estate options together with a copy of Court Order No. 1497 and a letter from the Clackamas County Court covering right of way in connection with the Damascus-Boring County Road FAS project.

John W. Cattrall
Engineer, County and City Relations

By

NOTED
J. F. HAGEMANN

John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

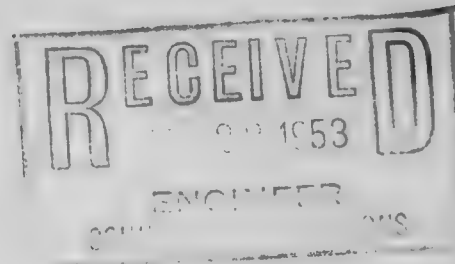
COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 5291

COUNTY OF CLACKAMAS

COUNTY COURT HOUSE OREGON CITY, OREGON

May 20, 1953



Mr. John W. Cattrall, Engineer
City & County Relations
State Highway Building
Salem, Oregon

Dear Mr. Cattrall:

Herewith enclosed please find signed copies of real estate options to purchase right-of-way from:

- #20447 Sustaf Peterson and Oliver Peterson and wife
- #20449 John F. Meier and wife and Lawrence Meier and wife
- #20450 Francis M. Stefanek and wife.

No satisfactory agreement could be reached with Archie N. Lundsteen and wife, for the 0.34 acre of right-of-way off a corner of their property; therefore, it has become necessary to bring condemnation proceedings against the Lundsteens for their right-of-way.

A copy of the Court Order #1497, dated May 18, 1953 and filed under the same date, directing the District Attorney to proceed with the condemnation proceedings to acquire said right-of-way is attached. The order is filed in the clerk's office under #44794.

Mr. Lundsteen was offered \$1515.00 for the 0.34 acre of land, trees and damage to property--he asked \$5000.00.

Title reports have been ordered on the Peterson, Meier and Stefanek parcels of land and as soon as these reports are received we shall proceed to acquire the land.

Sincerely yours,

Judge

Commissioner

Commissioner

WRT:dea

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

May 20, 1953

Clackamas County Court

Oregon City, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. F. HAGEMANN

Gentlemen:

On May 19 the Highway Commission received a satisfactory bid from Babler & Rogers of Portland for the grading and paving of the Damascus-Boring Section of the Clackamas-Boring County Road. Under the provisions of the agreement between the state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to awarding a contract. The amount of this advance deposit is as follows:

Bid Items	\$79,584
12-1/2% Engineering & Contingencies	9,948
Estimated Total Cost	\$89,532
Advance Deposit of 20% = .20X89,532	= \$17,900

Please make this deposit by means of a certified check in the amount of \$17,900 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

After completion of the project an adjustment in county participation will be made based on actual project costs.

A total of \$100,000 was originally programmed for this project and the difference between \$100,000 and the total project cost will be available to Clackamas County for programming on a future project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED

RECEIVED
MAY 11 1953
FOR FILING

May 10, 1953

Babler and Rogers
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19, 1953 accepted your bid in the amount of \$79,584.00 for construction 3.11 miles of grading and paving on the Damascus-Boring Section of the Clackamas-Boring County Road in Clackamas County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was authorized and instructed to prepare contract and bond forms for execution by you and your surety when concurrence in the award of the contract has been received from the U. S. Bureau of Public Roads and Clackamas County has made provisions for the deposit of \$17,900.00 which is said County's share of cost based upon the low bid.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Coery, Acting Secretary

ehf

cc

H. G. Smith
S. H. Probert
W. M. Franawa, SIAC

RECEIVED
MAY 13 1953
FOR FILING

S-271(2)
2950

May 12, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the railway grade crossing to be signalized in connection with the Damascus-Boring Project, S-271 (2), on the Clackamas-Boring County Road.

The railway crossing is the Portland Electric Power Company Railroad and is located a few feet distant from the easterly end of the project in the town of Boring.

To meet the requirements of G. A. W. No. 63, we will install reflectorized cross-buck signs and advance warning signs before completion of the construction project S-271 (2). This project is scheduled for contracting in May, 1953.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:gs

RECEIVED
MAY 13 1953
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 4, 1953

S-271(2)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-271(2), Damascus-Boring Section of the Clackamas-Boring Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer, and subject further to the condition that the railroad crossing located a few feet distant from the east end of the project shall be adequately protected in accordance with General Administrative Memorandum No. 63.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Please furnish the usual County resolution covering maintenance and encroachment prior to submission of the project agreement documents.

Very truly yours,

C. G. Poik
C. G. Poik
District Engineer

NOTED
W. C. WILLIAMS



fm

RECEIVED
MAY 14 1953
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 4, 1953

Mr. R. H. Baldook
State Highway Engineer
Salem, Oregon

Dear Sir:

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Please furnish the usual County resolution covering maintenance and encroachment prior to submission of the project agreement documents.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

NOTED
W. C. WILLIAMS

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION
TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT
AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

5-8-53

The County of Clackamas, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 3.11 miles of the Clackamas-Boring FAS Highway 129 highway from highway engineer's survey station 212+00 approximately 1.2 miles east of Damascus to highway engineer's survey station 377+75 at Boring

known as the Damascus-Boring Section, and to be designated as Oregon Project No. 8-271(2), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION
TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT
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2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 19th day of May, 1953, and the Highway Department on the 19th day of May, 1953.

COUNTY OF CLACKAMAS
By Colleen R. Stafford
County Judge

By Sam J. Smith
County Commissioner

By Bob Jones
County Commissioner

ATTEST: Floyd H. Query
County Clerk

OREGON STATE HIGHWAY COMMISSION
/s/ By Ben R. Chandler
As Chairman

/s/ By Chas. H. Reynolds
As Commissioner

/s/ By M. K. McIver
As Commissioner

ATTEST: /s/ Floyd Query
Acting Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Assistant State Highway Engineer

I, Floyd Query, hereby certify that I am the duly appointed, qualified and Acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing agreement with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 19th day of May, 1953.

Floyd Query
Acting Secretary

RESOLUTION

5-8-53

WHEREAS, a County Road in Clackamas County, State of Oregon, known as the Clackamas-Boring County Road, is routed through the County of Clackamas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clackamas County, the section adopted for improvement being more particularly described as follows; to wit:

From highway engineer's survey station 212+00 approximately 1.2 miles east of Damascus, easterly to highway engineer's survey station 377+75 at Boring, a distance of 3.11 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Clackamas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clackamas

County, Oregon, that no encroachments will be permitted on the county road, known as the Clackamas-Boring County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon,
this 24 day of May, 1933.

Attest:

Clarence A. Clark
County Clerk

By

Wallace R. Gelford
County Judge

By

Stan Spahr
County Commissioner

By

Bob Jones
County Commissioner

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

May 7, 1953

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, seven copies of a maintenance agreement, seven copies of an encroachment resolution, and a set of plans and specifications in connection with the Damascus-Boring Federal Aid Secondary project on the Clackamas-Boring County Road, FAS Highway 129, which will be up for bid on May 19th.

The finance agreement covers state and county participation in project costs. The sum of \$100,000 represents the amount programmed with the Bureau of Public Roads for this project. If the actual cost is less than \$100,000 the difference will be carried over for use on another project. If it is more than \$100,000 the county will have the option of either paying all costs over \$100,000 or rejecting the bid. In this event it would very likely be necessary to adjust the project to fit available funds and readvertise it for bids at a later date.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachment on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications are for your information and records. The specifications provide that the project shall be completed on or before September 30, 1953.

Please sign and have the County Clerk attest all copies of the agreements and resolution and return all copies of the agreements and six copies of the resolution to this office. Your immediate attention to this matter will be appreciated.

If you have any questions, please phone myself or Mr. Hagemann, Assistant County and City Relations Engineer, at Salem 4-2171, Ext. 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

JFH:MM
Encl.

By: John W. Cattrall
Engineer, County and City Relations

NOTED
Harold C. Ayers

May 7, 1953

Honorable Wallace R. Telford
Clackamas County Judge
Oregon City, Oregon

NOTED
J. W. CATTRAIL

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are four copies each of option forms for four parcels of right of way to be acquired by Clackamas County for the Damascus-Boring section of the Clackamas-Boring County Road. Bids are to be accepted on May 19th. If possible, all right of way should be obtained prior to May 15th. Please return one signed copy of each option to this office.

Also enclosed are two prints of a map on which the parcels are shown.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 5, 1953

SUBJECT: Damascus-Boring Section
Clackamas-Boring County Road
Clackamas County

To: Mr. John W. Cattrall
County & City Relations Engineer
State Highway Building
Salem

Dear Mr. Cattrall:

Herewith are four option forms in quadruplicate for right of way to be acquired by Clackamas County for the Damascus-Boring section of the Clackamas-Boring County Road. This project is scheduled for letting in May, 1953.

We are also handing you two prints of 7B-21-8, with our date of May 5, 1953, stamped thereon.

20447	Gustaf F. Peterson	1.43 acres
20448	Archie N. Lundsteen	0.34 acre
20449	John F. Meier	0.45 acre
20450	Francis M. Stefanek	0.73 acre

Yours truly,

R. L. PORTER

By *Earl F. Saling*
EARL F. SALING
Right of Way Office Manager

RE:wo

cc: S. N. Mayhew
(print of 7B-21-8 under separate cover)

cc: G. E. Rohde
R. L. Porter

NOTED
J. W. CATTRALL

Salem, Oregon
April 23, 1953

NOTED
Harold C. A. rs

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

The field data for the Damascus-Boring Section of FAS 129 in Clackamas County has been examined and appears to be consistent with the project as proposed by the County and approved by the Highway Commission. The field estimate is within the available funds of \$100,000.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: Mr. V. G. O'Neil

RECEIVED
1953
FOR FILING

3-2112

Selem, Oregon
April 10, 1953

Clackamas

Mr. S. H. Probert
Office Engineer

At the request of the Clackamas County Court the proposed 1954 FAS project on FAS 129 will be revised to cover the East Unit, Clackamas Highway-Boring Section (Damascus-Boring) rather than the West Unit, Clackamas Highway-Boring Section (Rock Creek-Damascus) as originally proposed.

This change is the result of the County's decision to extensively revise the alignment on the West Unit which will require time to acquire necessary right of way and probably the expenditure of more funds than available in the 1954 program. The West Unit will be programmed for the fiscal year 1955.

Mr. Young, Assistant Division I Engineer, advises that this revision is very desirable and also that the field data for the East Unit will be completed in approximately one week.

The project as revised will be as follows:

Clackamas County - FAS 129 \$100,000

Clackamas Highway-Boring, East Unit, FAS 129

Regrade, widen and resurface with asphaltic concrete pavement 20' in width with 2' to 4' shoulders as far as available funds (\$100,000) will permit. Estimated to be 3.5 miles.

W. C. Williams
Assistant State Highway Engineer

JFH:MM

cc: H. G. Smith
F. T. Young
J. W. Cattrall

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 10, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

The Clackamas County Court has requested that the proposed County FAS project on FAS 129 be revised so as to begin at the railroad tracks in Boring and extend westerly as far as available funds will permit rather than beginning at the Clackamas Highway and extending easterly within available funds. The type of improvement will remain the same.

The reason for this change was the Court's decision to extensively revise the alignment on the west unit which will require extensive right of way acquisition and probably more funds than available in the 1954 program. The Court plans to program 1955 FAS funds for improvement of the west unit. Mr. Young, Assistant Division Engineer, states that the above plan is, in his opinion, a very meritorious change and the field data for the 1954 project as revised can be completed within approximately one week.

Attached is a suggested letter advising interested individuals of the proposed change. Funds as approved by the Highway Commission for 1954 will remain the same.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM
Att.

APR 10 1953

ENGINEER

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 5291

COUNTY OF CLACKAMAS

COUNTY COURT

COUNTY COURT HOUSE OREGON CITY, OREGON

NOTED
Harold C. Ayers

April 13, 1953

Mr. John Cattrall, Engineer
City and County Relations
State Highway Department
Salem, Oregon

J. F. HAGEMANN

Re: T-2359

Dear John:

On April 8th, 1953, the members of the County Court met with Mr. Frank Young and Mr. James Don, Engineers of the State Highway Department, and drove over the County Federal Aid Secondary Market Road No. 16 Project from Rock Creek to Boring.

All agreed that a series of several bad curves would be eliminated by a realignment of the road between Rock Creek and Damascus. To accomplish this improvement, it will be necessary to make a new survey and to secure additional right of way which in all probability will delay construction.

Therefore, it is the Court's wish and request that the eastern section of the project, from Boring to Damascus, be considered and constructed this year in order that there may be no delay in the project bid letting.

It is our understanding that the Kellogg Creek Bridge is the No. 1 County Federal Aid Project.

Sincerely,

CLACKAMAS COUNTY COURT
Wallace R. Telford Judge
Stan Skoko Comm.
Bob Jones Comm.

WRT:mt
CC:Mr. Frank Young

NOTED
Harold C. Ayers

January 30, 1953

Clackamas County Court

Oregon City, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the projects in Clackamas County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Milwaukie and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Clackamas County, this will be approximately \$31,600 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

NOTED
J. W. CATTRALL

ms

CLACKAMAS COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - \$158,000
1955 - \$157,000

PROPOSED PROJECTS:

1954 - FAS 119, Kellogg Creek Bridge and approaches. Estimated costs of structure and approach work are \$42,000 and \$16,000 respectively.

FAS 129 from the Clackamas State Highway towards Boring as far as available funds (\$100,000) will permit. This is estimated to be approximately 3 miles. Widen and resurface existing 16' bituminous pavement with 20' wide asphaltic concrete.

1955 - To be selected at a later date.

REMARKS: Replacement of the Kellogg Creek Bridge is the county's first priority. Any remaining funds should then be applied towards widening and resurfacing FAS 129 from the Clackamas State Highway to Boring, a distance of approximately 7 miles. It is presently estimated that \$100,000 will be available for this project from the 1954 FAS fund which would reconstruct approximately 3 miles. As the balance of the mileage very likely will be programmed in 1955, the survey should, if possible, cover the entire section.

*Comm approved
1-21-53*

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation
Title of Record Series: Construction Contracts

Arrangement
of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 3884 Ends with: Contract # 3950

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 67 Reduction Ratio 21:1 Project No. _____
Camera: Name Bell & Howell Model File Master Film Kodak A11 MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 26th day of November 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Leslie J. Fretwell